

Top Board Holds Annual Meet

CAP's Role In Education Wins Praise

HOUSTON, Tex. — William J. Schulte, special assistant to Najeeb Halaby, Federal Aviation Agency's administrator for general aviation, told more than 200 Civil Air Patrol members attending the annual National Board meeting at the Shamrock Hilton Hotel that "Civil Air Patrol is making the greatest contribution to the aviation education program in our country today."

Mayor Lewis Cutrer welcomed the CAP delegates to Houston and presented keys to the city to both Col. Paul C. Ashworth, USAF, national CAP commander, and Col. William C. Whelen, CAP, chairman of CAP's National Executive Board.

Other guests seated at the head table during the luncheon included Joe Foster, Houston's Director of Aviation; Browning Walter, assistant chief, Defense Coordinator's Staff, FAA, Washington; Mike Scorcio, Manager, Aviation Department, Houston Chamber of Commerce; Col. Joe Mason, USAF, deputy commander, Civil Air Patrol; Col. Paul W. Turner, CAP, vice chairman, National Executive Committee, CAP; Col. William D. Haas, CAP, chief financial officer, National Executive Committee; and Col. Roy St. Lewis, CAP, legal counselor, National Executive Committee.

Schulte, representing Mr. Halaby who is presently in Europe, was enthusiastic in his praise of Civil Air Patrol's program of aerospace education and particularly the volunteer support offered by CAP to general and military aviation in the U.S.

"Civil Air Patrol and the Federal Aviation Agency have much in common," he told his audience. "The objectives and purposes of CAP as stated in Public Law 476 of the 79th Congress . . . clearly shows the close relationship between our two organizations."

He assured CAP members that Najeeb Halaby and his deputy administrator Lt. Gen. Harold Grant, USAF, were very much aware of CAP's nationwide efforts in aviation and particularly the search and rescue program which has greatly aided FAA and the military in this country.

Speaking on the subject of general aviation, Schulte pointed out that today there are 80,500 general aviation aircraft in the U.S. compared to an estimated 2,150 air carriers and 22,300 military aircraft. Even more significant, he said, is the fact that general aviation activity predominates at 99.5% of the more than 7,000 airports in the U.S.

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Civil Air Patrol



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IACE Plans Previewed In Brussels

BRUSSELS, Belgium — A group of National Headquarters officers, headed by Col. Paul C. Ashworth, national commander, attended a week-long IACE planning conference in Brussels late last month.

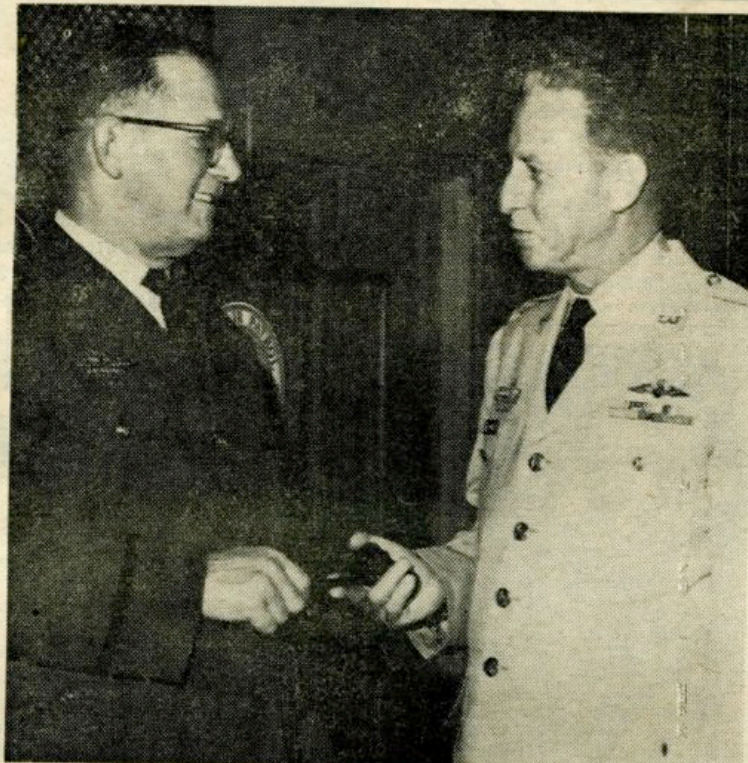
The European conference, which was hosted by Cadets de L'Air de Belgique, a Belgian aero club, is rotated each year. This annual meeting is held to plan for the following year's International Air Cadet Exchange, an event sponsored by Civil Air Patrol.

At this meeting Air Force leaders and aero club presidents of some seventeen Middle East and European countries assembled to confer on the 1963 IACE.

The U.S. contingent, headed by Col. Ashworth, included Lt. Col. Joseph H. Friedmann, national chief of information; and Col. Paul W. Turner, CAP, newly elected CAP national chairman. The three officers departed from Friendship International Airport, Baltimore and arrived in Brussels for the conference which started Sept. 23.

In Brussels they were joined by Lt. Col. Harold A. Wicklund, USAF, national director of cadet training, and Lt. Col. Roley D. Collins, Jr., USAF, national chief of the cadet training division. These two officers had arrived in Brussels several days earlier to conduct preliminary planning prior to the main conference. The entire group returned to National Headquarters at Ellington AFB, Texas, on Sept. 30.

A similar planning conference will be held in November for those ten Latin American countries participating in the South American phase of the 1963 exchange. Col. Ashworth and several National Headquarters staff officers will take part in this meeting.



NEW CHAIRMAN—The new CAP chairman, Col. Paul W. Turner, left, accepts the symbolic gavel from outgoing chairman, Col. William C. Whelen. Whelen completed two terms as National Chairman. Turner was elected to the top CAP corporate position by the National Board at its annual meeting last month. A resident of Nashville, Tenn., Col. Turner will serve as chairman for the coming year.

Col. Turner Elected Chairman of Board

NATIONAL HEADQUARTERS — Last month the National Board, Civil Air Patrol, held its annual meeting at the Shamrock Hilton Hotel, Houston, Tex., and elected Col. Paul W. Turner, CAP, of Nashville, Tenn., as chairman of the board for the coming year. He succeeds Col. William C. Whelen, CAP, of Jacksonville, Fla., who has served two years as National Chairman.

The National Board is the governing body of the 72,000 member CAP organization. Col. Paul C. Ashworth, USAF, is the National Commander.

Turner has been a member of CAP since its inception more than twenty years ago. He flew courier service and search and rescue missions during World War II.

In those early years of Civil Air Patrol he also taught navigation, theory of flight and other ground subjects to cadets. He established and directed the CAP ground school for fixed base operations in middle Tennessee during the same period of time.

Since then Turner has held nearly every command position from squadron commander through wing and region to vice-chairman of the National Board, the position he held prior to his appointment to National Chairman.

A native of Nashville, Turner at-

tended local elementary and high schools and studied special courses at the University of Tennessee. In 1936 he soloed and received his private flying license. He also holds a commercial license and has in excess of 3000 hours flight time.

Turner is a partner in the insurance firm of Turner-Weaver Co., of Nashville. He is married to the former Elizabeth Birmingham Gebhart. They have three daughters, Elizabeth Ridgeway (Betsy), Paula Anice and Nancy Sharon. Col. Turner also has two grandchildren, William Gordon McKelvey III and Paul Winton Turner McKelvey.

\$15,000 in Scholarships Approved for Members

HOUSTON, Texas—The National Board of Civil Air Patrol approved a program of 24 scholarships in the amount of \$15,000 during the annual board meeting last month.

Four of the scholarships approved are already established grants being renewed for the coming year. These are the Gen. Lucas V. Beau, Gen. Carl A. Spaatz and Col. D. Harold Byrd scholarships in aeronautical engineering, and

200 Attend Conference In Houston

HOUSTON, Texas — Approximately 200 officers of Civil Air Patrol and USAF convened last month at Houston's famous Shamrock-Hilton Hotel for the annual meeting of the National Board of Civil Air Patrol.

The conferees opened their meeting in the Bluebonnet Room, under the gavel of Colonel William C. Whelen, national chairman of the CAP corporation. Making up the conferee group were eight region commanders; 52 wing commanders representing each of the 50 states, Puerto Rico and the District of Columbia; and the national executive committee.

Colonel Paul C. Ashworth, USAF, commander of CAP's national headquarters at Ellington AFB, welcomed the conferees. Referring to the board's impending consideration of a revised constitution for CAP, Colonel Ashworth in his opening remarks reminded the assemblage to view their consideration on the premise that Civil Air Patrol is basically a civilian corporation, built along traditional business firm lines; not a military organization.

Following Colonel Ashworth to the rostrum, Colonel Whelen stated, "Never in history has Civil Air Patrol had a greater opportunity to do a job, shoulder to shoulder with the Air Force, than it has today."

"Setting down to business the National Board began the task of considering the revised constitution as presented by Colonel Paul W. Turner, vice national chairman, and head of the CAP Constitution and By-Laws committee. Colonel Turner's committee had spent the past year drawing up the revision from an outline established by the National Board in previous meetings.

During the morning session the board considered and passed the revised constitution, after periodic amendments made, seconded and passed by vote from the floor.

The group then adjourned for luncheon in the Continental Room. Guest speaker for the occasion was William J. Schulte, Special Assistant to the Administrator, FAA, for General Aviation. (See Mr. Schulte's address elsewhere in this issue.)

Mayor Lewis Cutrer of the City of Houston, another special guest, welcomed the conferees to the city. He also presented keys to the city to Colonel Ashworth and Colonel Whelen.

The afternoon session continued with consideration of the By-Laws to the constitution, and continued

(See NATIONAL, Page 18)

Two Cadets Nominated For Heroism Awards

NATIONAL HEADQUARTERS—Two Civil Air Patrol cadets, one from Alaska and the other from Florida, have been nominated for the Medal of Valor, CAP's highest award for personal heroism.

The cadets are Ronald Baecher, a member of the Pensacola Composite Squadron, Florida Wing, and Mathew Lee White, Elmendorf Cadet Squadron, Alaska Wing.

Both young cadets were 15 years

of age at the times for which they were cited, and both performed water rescues of persons in distress.

Cadet Baecher was a passenger in the rear seat of a J-3 Piper Cub flying over Pensacola Bay on May 6. While the aircraft was in a bank, the engine sputtered, lost flying speed, and the plane entered a stall from which the pilot, SM Claude A. Roy, was unable to fully

(See MAJOR, Page 18)

the Gen. Walter R. Agee scholarship for studies in Humanities.

The first three of these grants are open to male or female cadets and offer \$1000 per year for four years on each one. The Agee grant also provides \$1000 a year for four years, but is only open to female cadets of CAP. Requirements for eligibility for these four grants are: good character, prerequisite

(See \$15,000, Page 18)

Christmas Seal Sale Will Get Full Support

NATIONAL HEADQUARTERS—Continuing the effort to give full support to the Civil Air Patrol's 1962 Christmas Seal Campaign, National Headquarters has distributed a pamphlet titled, "Wings Against TB" published by the National Tuberculosis Association, to CAP units to assist in organizing a program for this year. The 1962 campaign will begin Oct. 13 and continue through Dec. 31.

Contained in the pamphlet are suggestions for projects to help commanders arrange appropriate services to local Christmas Seal officials.

Col. Paul C. Ashworth, national commander, in a letter to Dr. James E. Perkins, managing director of the National Tuberculosis Ass'n., pointed out that CAP will give all possible support to the 1962 campaign and will welcome again the opportunity to serve the health of the country by aiding the important fight against tuberculosis. A copy of this letter serves as introduction to the booklet.

In one section of the "Wings Against TB," are listed ideas from last year's CAP campaign. From the Arkansas Wing there was a report that "Miss Little Rock" and the Little Rock Mayor presented the Arkansas Wing commander with sheets of Seals for aerial delivery to the mayors of seven cities within the state.

IN VIRGINIA last year CAP made a Christmas Seal flight to deliver Seals to a 3-year-old patient in a TB sanatorium. The little girl was the state's campaign symbol.

In Utah the Wing commander flew the first sheet of seals and other Christmas Seal supplies to the state capital where the Mayor of the city presented them to Miss Christmas Seal.

A number of helpful suggestions are also made about this year's campaign. One such idea concerns CAP planes being met by Boy Scouts who take delivery of seals, posters, coin boxes, and other materials for distribution throughout the city. Another idea is to have CAP planes nicknamed and painted with names such as "Christmas Seal Courier," "Wings Against TB," or "TB Task Force."

Senior Lauded For Search Aid

RIVIERA BEACH, Md. — Lt. Charles E. Johnston, CAP, Riviera Beach Cadet Squadron has been commended for his exemplary handling of an emergency.

A 14-year-old boy who left home one morning carrying a .22 rifle was the object of an intense search by Anne Arundel County Police, Maryland State Police, and members of Civil Air Patrol.

Lt. Johnston, operations and training officer for his squadron received permission to alert his unit and set up a communications post to aid in search of the boy, whom he knew personally.

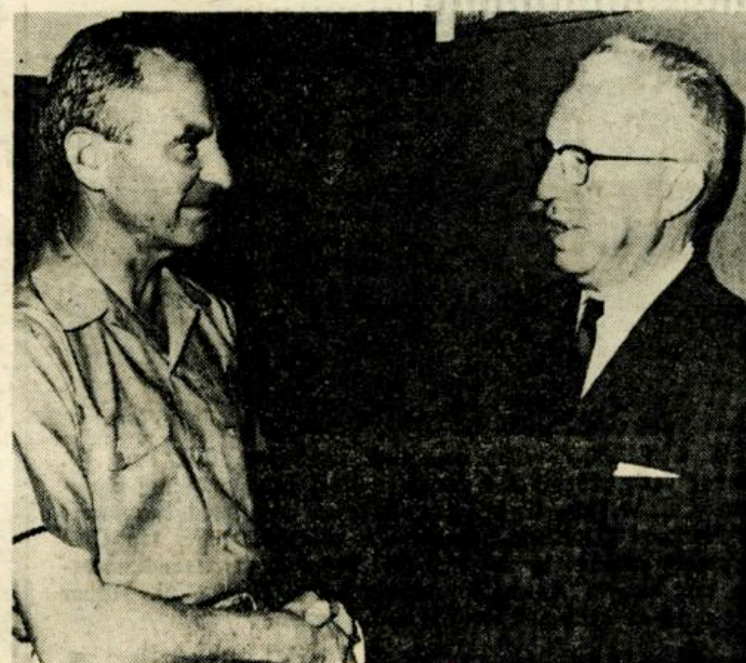
Word was received that a CAP cadet had seen the boy. Johnston informed the State Police that he might know where the boy was and suggested he might be able to approach the boy if the police withdrew from the area — they agreed.

Johnston located the boy, talked with him and persuaded him to return home.

Yet another suggestion is to have Christmas Seal personalities (Miss Christmas Seal, Christmas Seal Family, Christmas Seal Baby) at takeoffs and landings of CAP flights during the campaign.

Information is also supplied to assist commanders and project officers to gather complete information about the local drives to aid information officers in getting news media coverage and submission of materials to the editor of CAP TIMES.

The eight-page, yellow and black "Wings Against TB" contains valuable information for commanders and can prove helpful to CAP in meeting the needs of local communities during the 1962 Christmas Seal Campaign.



... Col. Ashworth and Dr. Evans

Education Council, CAP Plan Closer Cooperation

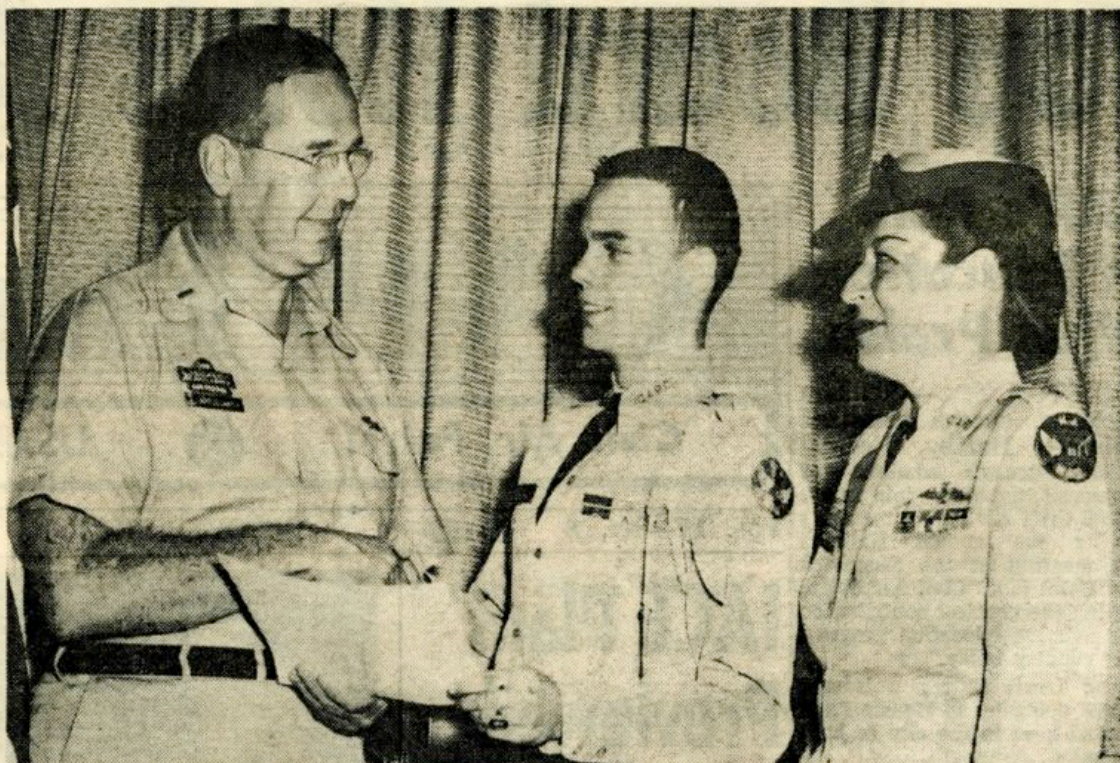
NATIONAL HEADQUARTERS—An exploration of mutual needs, interests, and closer cooperation between Civil Air Patrol and the National Aerospace Education Council were topics of discussion between Col. Paul C. Ashworth, CAP national commander, and Dr. Evan E. Evans, executive director of NAEC recently.

Dr. Evans visited CAP Hq., and while at Ellington AFB discussed with Col. Ashworth the aerospace education program of CAP and NAEC. While at Ellington, Dr. Evans also met with members of the Aerospace Education Center, headed by Mr. Charles W. Webb.

From the discussion at the Center three courses of action were decided that will affect aerospace education programs in the future.

Commended

RICHMOND, Va. — Lt. Col. Willard G. Plentl, USAF, former AF-CAP liaison officer to the Virginia Wing, was recently awarded the Air Force Commendation Medal for outstanding services while assigned as a CAP LO. Lt. Col. Joseph B. Poole, assistant Middle East Region LO, made the presentation at a wing staff dinner held at the Mark-Raleigh Hotel in Richmond.



FIRST PRESENTATION—Cadet 2d Lt. Gary D. Cresse (center) receives the first Applegarth Foundation Civil Air Patrol Scholarship within the New Jersey Wing of CAP. Cadet Cresse's wing commander, Col. Nanette M. Spears, looks on proudly as he receives the scholarship from its founder, CAP 1st Lt. A. Rufus Applegarth.

New Jersey Cadet Wins First Applegarth Award

NEWARK, N.J.—Cadet Gary D. Cresse, of Blackburn Court, Vineland, New Jersey, has been named the recipient of the first Applegarth Foundation CAP Scholarship, Colonel Nanette M. Spears, CAP, New Jersey Wing Commander announced this week.

Mr. A. Rufus Applegarth, the donor, of Plymouth Meeting, Pa., made the presentation to the cadet at the regular monthly meeting of the New Jersey Wing officers at the Air National Guard Headquarters Building, Newark Airport, N.J.

The scholarship is awarded annually to an outstanding CAP cadet and will be presented alternately to a member of the New Jersey and Pennsylvania Wings.

Each scholarship will be in the amount of \$4000 (\$1000 each year for 4 years) to be paid to a college of the cadet's choice and may be carried on for postgraduate studies if the student maintains his academic qualifications.

IN MAKING the presentation to Cadet Cresse, Mr. Applegarth stated: "This Foundation was established by Mrs. Applegarth and myself to further education in our American youth. Because of our deep interest and admiration for Civil Air Patrol, our first action was to establish the scholarship for meritorious CAP cadets of the two states involved. It is our firm belief that Civil Air Patrol provides the means and motivation whereby the youth of our country are encouraged to direct their natural energies toward constructive and educational aims and goals."

Following the initial proposal of the plan for the scholarship, a joint scholarship board was appointed by the respective Wing Commanders. This Board has been at work for several months developing the criteria for use in the selection of the cadet to whom the Annual Scholarship will be awarded.

Those serving in the New Jersey Wing are: Colonel Nanette M. Spears, CAP, Lt. Col. Margaret M. Dunn, CAP, Lt. Col. John S. Edwards, AFRes (Ret.), Major Harold T. Shafer, AFRes, and Major Manuel Moran, CAP.

From the Pennsylvania Wing are: Colonel Phillip F. Neuweiler, CAP, Major Rupert M. Much, CAP, Major Elmer Wareham Jr., CAP, Major John D. B. Cornelius,

CAP, and Captain W. Byron Lukens, CAP.

Mr. Applegarth is vice president of NARCO (National Aeronautical Corporation) of Fort Washington, Penn., and is a first lieutenant in the Pennsylvania Wing. He has been most active in his Civil Air Patrol duties, serving as an instructor at squadron level.

Mrs. Applegarth is a practicing attorney in Bryn Mawr, Penn., and serves as a co-trustee of the Applegarth Foundation CAP Scholarship. In her legal capacity, she drafted the documents which establish the trust agreement for the continuance of the Foundation. Mr. and Mrs. Applegarth also maintain a summer residence at Ocean City, N.J.

Cadet Cresse, a member of the Cumberland Composite Squadron, New Jersey Wing, is a graduate of Vineland High School and has been accepted as a member of the 1962 September class at the Drexel Institute of Technology, Philadelphia, Pa.

He joined Civil Air Patrol in November 1960 and earned his Certificate of Proficiency in November 1961. He recently returned from Chanute AFB, Illinois, participating in the Space Age Orientation Scholarship as a selected representative of the New Jersey Wing.

Wing Slates Job Shifts

NEW YORK, N.Y. — Personnel changes made recently in the New York Wing involve Capt. Rubin Greenberg assigned as Assistant Dir/Ops; 1st Lt. Lionel B. Scott has been relieved as Gp Tng officer and been reassigned as Advisor to the Commander; 1st Lt. Nelson W. Friedman has also been assigned Gp Admin Svc officer in addition to being commander, Sq. 2. W/O Hollister Nelson has been assigned Gp. Training officer.

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Temple Puts Field Trips In Workshop

AMBLER, Pa.—The Pennsylvania Wing of the Civil Air Patrol offered an opportunity to teachers to return to school this summer at Temple University. Reason for the "summer school" was the 1962 Aerospace Education Workshop co-sponsored by the Pennsylvania Wing and the University on the latter's Ambler Campus, Ambler, Pa.

Thirty-seven students completed the two-week course which also included numerous field trips to military and civilian installations connected with aerospace programs.

The teacher-students heard speakers from CAP's Pa. Wing, Federal Aviation Agency, Radio Corporation of America, General Electric Space Vehicle Department, University of Pennsylvania, Naval Air Development Laboratories, National Aeronautics and Space Administration and Temple University.

Titles of some of the courses were, The Earth's Envelope, Principles of Flight, Navigation and Electronics, The Dawning Space Age, Space Environment, Power for Aerospace, and Human Factors in Space Flights.

FIELD trips taken by the summer students were to the Philadelphia International Airport and the National Aeronautics Experimental Center at Atlantic City, N.J. Other places visited were Dover AFB, Del., the Space Vehicle Laboratories of General Electric at Valley Forge, Pa., the Naval Air Development Laboratories at Johnsville, Pa., and the Wallops Island Experimental Station of NASA.

Orientation flights were given by CAP pilots during the training. Flights were made from the CAP field at Ambler and with pilots from Group 90 and 10. Pilots from Group 90 were Maj. Ken Hoser, Lt. James Horan, Lt. Frank Riordan, WO Fowler Strang, and WO Edward Conklin.

Pilots from Group 10 were Lt. Col. Don Rose, Maj. Stan Katten and SM Charles Hophan.

Each teacher flew 30 minutes in a CAP plane and received explanation of controls and instruments.

Adolf Koenig, director of aerospace education at Temple University, headed the teachers on their visit to Dover AFB. It was to Mr. Koenig that they later submitted reports of their visit.

CAP personnel from the Pennsylvania Wing taking part in the workshop were Col. Phillip Neuweiler, wing commander, Capt. Leroy Boyce, administrative officer, Capt. W. Byron Lukens, deputy for aerospace education, and Maj. William J. Nulligan, USAF liaison officer for the Pa. Wing.

Teachers are invited to take part in the workshop in order to be better qualified to instruct in this subject during academic school year as well as to teach CAP cadets in squadrons that the teachers belong to as CAP members.



OJT LESSON—Cleone Thelen, teacher from Montgomery Co., Pa., tries her hand at spinning a prop. She helped pre-flight the plane prior to orientation flight given by Lt. James Horan, CAP pilot from Valley Forge Group 90, Pa., Wing. Thirty-seven teachers took part in this year's workshop co-sponsored by the Pennsylvania Wing and Temple University. (Philadelphia Inquirer Photo)

OCTOBER, 1962

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Info Officers Attend Middle East Seminar

BALTIMORE, Md.—Information officers representing Wings of the Middle Eastern Region gathered for a seminar during the Region's conference to discuss various aspects of the information program within CAP.

Twenty-two IOs in all were at the meeting which lasted all day. Agenda for the day included specific duties of the IO and a discussion of aids for assisting squadron IOs to present the program. Under this latter, general title, various media were considered such as audio-visual, radio-TV, photography, newspapers and CAP TIMES.

The Wing Information Officer and his particular problems were also a subject of discussion as well as the awards programs within CAP.

Overall objectives of IOs for 1963 were outlined as furthering the objectives of CAP through a more energetic information program that will bring the CAP message before more people in and out of the organization.

Lt. Col. Carlton Bennett, Martinsburg, W. Va., moderator of the meeting, prepared an "Agenda" booklet listing objectives of the meeting, reminders about IO work and note paper. Each IO received one of the booklets during the meeting.

ATTENDING the conference were: Maj. Jim Ves'ells, USAF

Academy; Mr. John Maher, National Headquarters; Lt. Col. Arthur C. Robidoux, Maryland Wing; Lt. Col. John H. Hill, Virginia; Lt. Col. Phil Rich, National Capital; Lt. Col. M. E. Hallor, W. Virginia.

Also attending were: Maj. Philip Toman, Delaware; Maj. Edward Feilinger, Maryland; Capt. Florence H. Emery, Virginia; Capt. Bernice Hill, Virginia; Capt. Elaine Blaker, Maryland; Capt. F. D. Carter, Virginia.

1st Lt. Lillian Mayes, Maryland; 1st Lt. Marie Toman, Delaware; 1st Lt. Jack, Maryland; 2nd Lt. Robert Kirby, Maryland; SM Johannah Creedon, Bolling CAP Sq.; WO Melvin J. Greeley, Maryland; SM C. T. Larsen, Maryland; WO J. C. Cato, North Carolina; Cadet Carol Kaline, Maryland; and Cadet 2nd Lt. Lynne Smouse, Maryland.

12 Complete Goodwill Tour Of Bahamas

WRIGHT-PATTERSON AFB, Ohio — Twelve members of the Great Lakes Region staff recently spent three days in Nassau, Bahamas, at the invitation of the Development Board of Nassau.

The group, led by Col. Lyle Castle, GLR deputy commander, left Dayton, Ohio, in two C-45 aircraft and made intermediate stops at Macon, Ga., and West Palm Beach, Fla.

Made in the nature of a good will tour in honor of CAP's 20th Anniversary, the trip was arranged by C. Trevor Kelly, vice chairman of the Bahamas Development Board; Hartis H. Thompson, director of Civil Aviation; and J. A. Talbot, aviation superintendent for the Shell Company of the Bahamas.

The group spent the first day in Nassau touring the island and inspecting Nassau International Airport. Many historical sites were visited.

The following day governmental agencies were toured, followed by sight-seeing at the waterfront visiting fishing fleets, the straw market and local merchants.

The management of the British Colonial Hotel arranged dinner parties and recreation during the group's stay on the island.

The CAP members left the Bahamas and returned to Dayton, after making many friends and having been impressed by aviation facilities and the high interest shown in private aviation development in Nassau.

The Great Lakes Region group had a special word of thanks to Mr. Vivian Pinder of Customs, and Immigration authorities Talbot, Kelly and Thompson for courtesies shown.

Both Mr. Thompson and Hall stated they were extremely interested in the Civil Air Patrol cadet program, and expressed interest in forming a similar organization for the youth of Nassau.

The group, headed by Col. Castle, included Capt. Peter Salvaggio, Lt. Joseph Finn, WO Jo Ann Bayes, Capt. Richard Gerhardt, Maj. Frances Sandy, Capt. Richard O'Neill, Lt. Col. Ramon Walker, Lt. V. M. Schumacher, and Lt. Col. Jack Miller.



POOL SIDE PAUSE—Posed beside the British Colonial Hotel pool in Nassau are (left to right) Capt. Peter Salvaggio, Lt. Joseph Finn, WO Jo Ann Bayes, all of Dayton, Ohio; Capt. Richard Gerhardt, Cincinnati, Ohio; Major Frances Sandy, Dayton; and Capt. Richard O'Neill, Cincinnati.

Civil Air Patrol Times

New Chairman

By Charles J. Wood

The Civil Air Patrol Times is an authorized publication of the Civil Air Patrol, a private benevolent corporation, and an auxiliary of the USAF, existing under, and by virtue of, acts of the Congress of the United States—Public Law 476, 79th Congress, Chapter 527, 2nd Session, July 1, 1946 (36 U.S.C. 201-208 and Public Law 557, 80th Congress, Chapter 349, 2nd Session, May 26, 1948, as amended (5 U.S.C. 626, 1 & m)). Opinions expressed herein do not necessarily represent those of the U. S. government or any of its departments or agencies.

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VOL. IV—No. 8

OCTOBER, 1962

Progressive Maturity

THE NATIONAL BOARD of Civil Air Patrol adjourned its annual meeting in Houston, Texas last month after a most productive session which adopted, by overwhelming vote, a number of significant changes that will have a far-reaching effect on CAP's future.



ASHWORTH

It has been said that "change means progress." If this be true, then CAP is on course and has passed the "point of no return," for the changes I noted during the meeting were decisive steps forward and are definite signposts of progress for the organization.

The major progressive step was to adopt a revised Constitution and By-Laws to supersede an outmoded document which has been in force for many years and which had been amended so many times as to make it a cumbersome and almost unworkable document. Civil Air Patrol needed a new lease on life, and the new Constitution and By-Laws, I believe, will provide the firm footing and foundation necessary to support a progressive Civil Air Patrol in the decades to come.

The chairmanship of the National Board also changed hands during this meeting. Colonel William C. Whelen, CAP, relinquished the chairmanship to Colonel Paul W. Turner, CAP, of Nashville, Tenn., who had been serving as vice-chairman of the board. Both men have displayed outstanding qualities of leadership in conducting the affairs of the corporation. I believe the election of Col. Turner to be your next chairman is a wise selection and will provide CAP with a most dedicated and capable leader.

Many significant changes in CAP during the past two years are attributable to the capable leadership exercised by Col. Whelen, chairman of the National Board since June, 1960. Even before relinquishing the gavel, Col. Whelen and his successor, Col. Turner, were chalking up more evidence of progress through change in CAP. As a result of their efforts, the corporation has been further streamlined with the adoption of the newly revised Constitution and By-Laws. This revision was the result of more than a year's work by the Constitution and By-Laws committee, headed by Col. Turner.

When Col. Whelen stepped down from the board chairmanship, the cooperation and understanding so necessary between the national commander and the chairman of the National Board had reached a very high level. Seldom before in the history of CAP has the rapport between the national commander and the top executive of the corporation been more conducive to progress and success.

I can assure you that this same understanding and cooperation will continue throughout the coming year between Col. Paul Turner and myself.

On December 1st this year, CAP will "come of age" with its 21st birthday. It has been a long difficult struggle to "bring up" the organization through adolescence, but these trying years have prepared CAP for the maturity and adulthood it now faces. We finally have a firm foundation on which to build the corporation into a CAP that we can all be proud of with dedicated purpose and unlimited potential. CAP is now facing adulthood where accomplishment is the mark of success. We are entering a new era in Civil Air Patrol—an era in which CAP can make an outstanding contribution to the welfare of our country in this age of the space challenge.

We must—and will—meet the challenge of the future by shouldering the responsibilities of maturity bequeathed CAP on its "coming of age."

Paul C. Ashworth

Paul C. Ashworth
Colonel, USAF
National Commander

Paul W. TURNER
CAP National Chairman

EARNED HIS PRIVATE PILOTS LICENSE IN 1936

IN THE INSURANCE BUSINESS SINCE 1928

A VETERAN OF CAP SINCE 1941 AND SPONSOR OF TURNER SAFETY AWARD GIVEN ANNUALLY

IN WAR II FLEW COURIER FERRY SERVICE, TAUGHT NAVIGATION AND HEADED CAP RADIO SCHOOL

Letters

Units Thanked

ISLE OF LEWIS, Scotland — Flying Officer K. Borrows and I, both members of the Royal Air Force, have just returned from spending a very enjoyable leave in the United States.

We would like to express our appreciation to the members of Civil Air Patrol of Buffalo, New York, and Cleveland, Ohio, through the column of CAP TIMES.

At both units we were given considerable help and shown measureless hospitality from everyone present.

At the same time we learned of the very varied and widespread activities of the Civil Air Patrol, e.g. the search and rescue organization, and we were left full of admiration for this excellent voluntary work.

FLT. LT. R. P. LANGTON, RAF
Aird Uig, Timsgrary,
Isle of Lewis,
Scotland

AFA Cards

OLD HICKORY, Tenn. — I read in CAP TIMES that membership in the Air Force Association is open to senior members of CAP.

How does one become a member? Where can I get more information?

VERLINE RUSS
1217 Berry St.,
Old Hickory, Tenn.

(Ed Note—This information is correct. Seniors may join AFA as Associate Members, while CAP cadets are eligible to join under the Cadet Membership classification. Membership in the Association includes subscription to "Air Force and Space"

(See LETTERS, Page 29)

THE LITTLE HANGAR

SPECIAL KITS . . . The CAP 21st Anniversary press kits for unit information officers are being prepared at National Headquarters and target date for them to be in the mail has been set for Oct. 25. The kits contain material useful to all IOs and should be used to the maximum extent.

WING COOPERATION . . . When the Swiss cadets visited the U.S. this year under the IACE, it provided opportunity for some unique teamwork between two CAP wings. Missouri Wing actually hosted the Swiss lads, and as part of the planned activities, scheduled a trip to the Air Force Academy for the foreign visitors. Colorado Wing then stepped in as co-host and entertained the Swiss cadets during their time in that state.

SPEAKERS AVAILABLE . . . The National Association of Broadcasters has made available a directory of nearly 400 prominent radio and television people who have volunteered to speak before civic, fraternal and other public service organizations in various areas of the country, without charge. The participating broadcasters are listed geographically in the directory. These directories were placed in distribution to all units, and will provide opportunity for CAP members to learn of latest developments in radio and television.

REFERENCE . . . The 20th Anniversary issue of CAP TIMES (Dec., 1961) should occupy an important spot in all unit reference files. It contains a fund of background historical data on Civil Air Patrol, and could also be used to orient new members just joining CAP, and its missions and background.

REMINDER . . . The USAF Hometown News Center, Tinker AFB, Okla., has given full backing to National in making hometown releases concerning cadet summer activities. IOs should bear in mind that this courtesy is extended to National only. Local publicity must still be handled by unit IOs.

CHRISTMAS SEALS . . . CAP will again offer fullest support to this year's Christmas Seal Campaign, conducted by national and state Tuberculosis associations across the nation. The drive begins Oct. 13, and units should contact local TB organizations to offer assistance and coordinate activities. CAP TIMES will carry special features on such participation, so photos and stories should be sent in without delay.

FRIENDSHIP 7 . . . A limited number of prints of "Friendship 7," and other aerospace films are now available from NASA. Friendship 7, a 57-minute color production, tells of America's first orbital flight. Unit commanders or IOs wishing to use this film should write to: NASA Manned Spacecraft Center, Public Affairs Office, Audio-Visual, Site 9, Houston 1, Texas. ATTN: Mr. Forrest L. Sealey, Jr.

Lake Charles Cadets Aid in Louisiana Storm Clean-Up

By MAJOR PEARL WARD
Commander, Lake Charles Cadet Sq.

CAMERON, La. — "This storm was worse than Hurricane Audrey. There was no warning! All of a sudden there was just that tremendous howling noise!" This is how one resident of Cameron, Louisiana, described the tornadic wind storm that struck the southern Louisiana town last August.

The storm, with winds in excess of 80 miles an hour, ripped through two trailer parks and damaged fifty houses. At least two persons died in the storm with an additional 50 injured.

Civil Air Patrol's Lake Charles Cadet Sq., under command of Major Pearl Ward, responded quickly to the emergency. Within one hour after issuing the order by radio and TV to report to headquarters, teams of cadets and seniors on their way to the scene of damage.

The Lake Charles Squadron worked in conjunction with local Red Cross units for two days following the storm and in radio equipped vehicles transported blankets, cots, and food supplies into Cameron. The cadets also furnished a power supply for lights in the Cameron Courthouse where 750 evacuees were staying.

Heavy rains caused much damage and flooding with Cameron's main street under four feet of water. This added to the problems of getting needed supplies into the stricken areas.

This storm was the first of the 1962 "hurricane season." Cameron bore the onslaught of Hurricane Audrey in 1957 as well as damaging winds from Hurricane Carla in 1961.

One cadet of the Lake Charles Sq., Janet Hebert, exemplified the readiness of CAP units in time of emergency when she reported for duty at the squadron's headquarters just 15 minutes after the initial call was issued.

BANGOR, Me.—The Maine Wing of Civil Air Patrol took an active part in the search for a Cessna 180 reported missing between Bangor and Rockland.

The pontoon-equipped aircraft was piloted by James Kent, Jr. His family requested the search be initiated when he failed to arrive at his destination.

The US Coast Guard furnished a 65-foot tug to search the Penobscot Bay area. No flight plan had been filed but CAP personnel plotted an assumed course and sent five planes plus ground parties out to cover the area.

A helicopter from Dow AFB finally located the crash. Both persons aboard the plane lost their lives. The plane was sited very near the area plotted by CAP.

YONKERS, N.Y.—A training encampment of the Westchester and Manhattan Groups of CAP was interrupted by a call for help in the search for a missing 6-year-old boy, Solomon Schwartz of Brooklyn.

State police and the U.S. Army were also called into the effort. Because the move from the planned bivouac was made so suddenly, no facilities for feeding the searchers were made. The Red Cross and local women volunteered their services and provided all units with all necessities.

CHATTANOOGA, Tenn.—Both the Tennessee and North Carolina Wings of CAP were alerted to search for a plane presumed down in mountainous terrain.

A spokesman for the FAA said the plane apparently never intended to fly into this area, but that the flight plan had been filed by a friend. The craft was eventually located in Miami, Fla.

WEST BEND, Wis.—More than 150 ground personnel employing 66 radio units and 21 vehicles, supported by a large number of flying personnel, searched in vain for Mr. Fred Fischer, who was lost en route to Solon Springs flying his own Ecoupe.

Fischer had planned a three weeks fishing trip in the Solon Springs area, so his absence was not noted until he failed to return home at the appointed time.

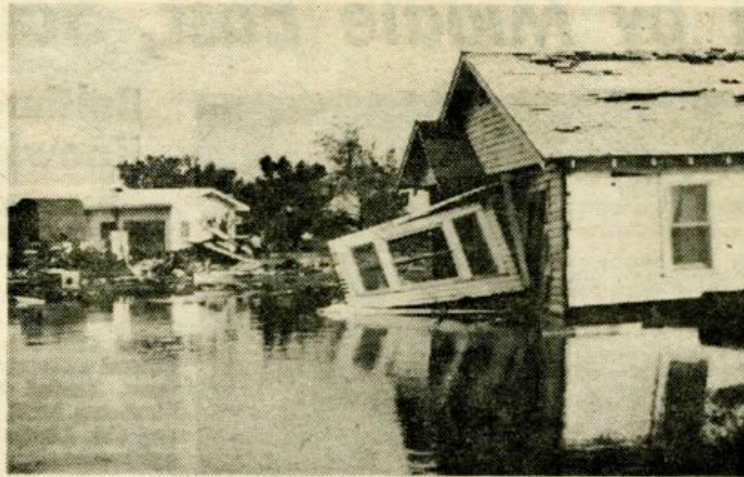
Search parties made up of timber surveyors finally located the accident, which Fischer did not survive. The aircraft had apparently struck the ground at a steep angle that was covered by a large tree which fell as a result of the aircraft impact. It is doubtful that this wreckage could have been spotted from the air.

LASPEER, Mich.—The family of Albert Cope land notified state police that he had failed to return home from a flight to Hale, Mich.

Air rescue service alerted the Michigan Wing, CAP, state police, State Conservation Department, U.S. Air Force and Navy to the search.

Two days after the search began a briefcase with registration papers was found by a fisherman on the shore of the Saginaw River. The bay area was thoroughly searched with negative results.

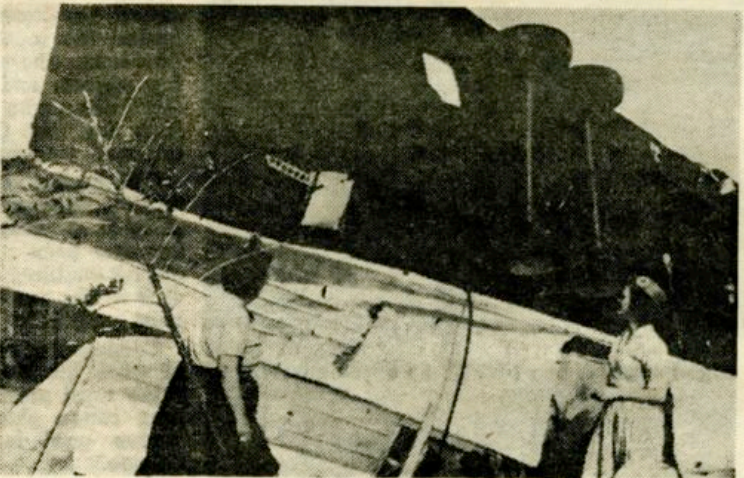
After thorough consideration, the Coast Guard



HOUSE DAMAGE—One of the many scenes in the Cameron area following wind and rain storm. This "lake" settled in yards where houses tilt and sag from the force of the storm. Household items can be seen scattered across the yard.



POWER SUPPLY—Checking power generator for Cameron's Courthouse where refugees were housed are three Lake Charles squadron members. From left they are WO Bill Lorentz, rescue officer; Lt. Truman Self, photo officer; and Cadet Johnny Courville.



HOUSE TRAILER—Overturned and destroyed house trailer rests against house as a result of tornado winds. Maj. Pearl Ward inspects damages along with Madeline Hamilton, Red Cross worker.



TIME OUT—Members of the Lake Charles squadron take a breather beside one of their vehicles. Pictured here are Cadet Randy LaBlanc, Cadet Johnny Courville, WO Bill Lorentz, Cadet Mike Mikovitz, and Maj. Pearl Ward, commander.

advised the mission be suspended and that further search of the water area would be useless until additional debris might wash ashore, which could pinpoint the area of the wreckage. There were two persons missing.

ESPANOLA, New Mexico — Pilot Robert L. Spaulding, who failed to file a flight plan, was reported missing. USAF, New Mexico State Fish and Game Department and Forestry Department together with personnel of the New Mexico Civil Air Patrol Wing conducted an intensive search within a 50-mile radius of Espanola. High winds prevailing in the area hindered the search.

Spaulding was located by a forest ranger about 1½ miles from the site of the crash, the 10,000-foot level of Truchas Peak, he sustained a broken jaw and ankle and had crawled a considerable distance in search of help.

GARNER STATE PARK, Tex. — Six-year-old John McCandles of Corpus Christi became lost during a holiday visit to the state park. More than 1,000 civilian volunteers and an unknown number of Texas Department of Public Safety personnel, together with members of the Air National Guard and Texas Civil Air Patrol searched a 20 square mile area day and night in a maximum effort to locate the youngster.

The boy was found by Texas Ranger Alfred Allyee in a brush covered pool. The boy did not survive the experience.

TOPEKA, Kan. — Three Civil Air Patrol Wings joined with personnel from the Wyoming Bureau of Aeronautics, County Sheriff's Department and state police in the search for an Air Force C-182 en route from Topeka to Laramie, Wyoming.

CAP personnel from the Kansas, Colorado and Wyoming Wings conducted route and ramp checks with negative results.

The search objective was located by the Kansas Sheriff's Department. There were no survivors.

BIG BEAR, Calif. — The Southern Sector, California Wing, CAP, was alerted to search for W. R. Clark, his wife and two daughters en route from Big Bear to San Diego. Clark did not file a flight plan and made no contacts after departure.

The search was one of the most intensive conducted in this area, incorporating units and personnel from the San Bernardino Sheriff's Department, the US Coast Guard and USAF. The California CAP Wing flew 95 sorties for 183 hours, utilizing 56 flying personnel and 28 ground teams.

The crash was located a few miles south of Big Bear City. It was spotted by Scott King, grandfather of two children, who was flying in a volunteer civilian helicopter.

Although the children's parents lost their lives, both youngsters were reported suffering only minor injuries.

HUNTINGTON, W.Va. — Mr. and Mrs. Carl Turner were picking huckleberries when they spotted a flash of green and white.

It was part of the fuselage of a light plane; the object of a massive air and ground search for 12 days throughout southern West Virginia and eastern Kentucky.

Near the scattered wreckage were the bodies of Dana Byers, 41, his wife, Thelma, and their daughter, Beverly, 15 who left their home in Atlanta, Ga., on a flight to Huntington, W. Va., to attend the funeral of Mr. Byers' father.

"The plane was under a ledge with one wing sticking up through the tree branches," Mrs. Turner said. "I reached through a smashed window and picked up a book with a name on it. The name was D. M. Byers."

Mrs. Turner took the pilot's log book to a Whitesburg, Ky. radio station, thus ending a massive air and ground search by Civil Air Patrol units in both Kentucky and West Virginia. In addition to CAP, two West Virginia Guard units, one from Huntington, the other from Parkersburg, and State Police units from both states participated in the search.

The Byers family was last heard from July 29th when Mr. Byers radioed the Tri-State Airport at Huntington that he was lost between two cloud layers and had but 90 minutes of fuel remaining.

Then as FAA personnel attempted to establish a fix on the lost plane, they heard Byers shout—"I'm in a dive, hold it."

Nothing more was heard of the family until Mr. and Mrs. Hall made their discovery.

According to Lt. Col. Berkle Bias, Group 1 Commander who was Mission Coordinator, eleven aircraft from the West Virginia Wing flew 80 sorties over mountainous area. Seven mobiles and other vehicles drove 2,000 miles with an average of 60 members joining in the search daily. Col. Bias reports a complete coverage of 15,000 square miles.

John Everage, deputy coroner, said it took about seven hours to get the bodies out. He also said trees had shielded the wreckage from the eyes of aerial searchers.

Conferences Held by Middle East, Southwest Regions

Riley Honored In San Antonio

SAN ANTONIO, Texas — More than 200 representatives of the Southwest Region attended the annual Region Conference, Granada Hotel, San Antonio recently.

Colonel Walter M. Sanford, CAP, region commander, assisted by his deputy, Lt. Colonel Fred S. Adams, CAP, hosted the conference.

Colonel Paul C. Ashworth, national commander, and his staff attended the conference and all members reported great progress being made in attaining the objectives of Civil Air Patrol and the Long Range Plan.

Colonel Adams was master of ceremonies for both the general assembly and the banquet.

Among the many conferees attending the ceremonies were: Colonel David Eisenberg CAP (Arizona); Colonel Marcus R. Barnes CAP (Texas); Colonel Homer L. Bigelow, Jr., CAP, (New Mexico); and Colonel Gerald W. Crabbe, USAF, Region Chief LO.

Brig. Gen. James L. Riley, Commander 4th AFRes Reg., was guest of honor during the banquet. Lt. Colonel Robert N. Van Wagner, USAF, was the featured speaker at the banquet. His presentation consisted of a detailed discussion with color slides concerning U.S. Air Force and civilian effort in our National Aerospace Program from its inception to plans encompassing the next decade.

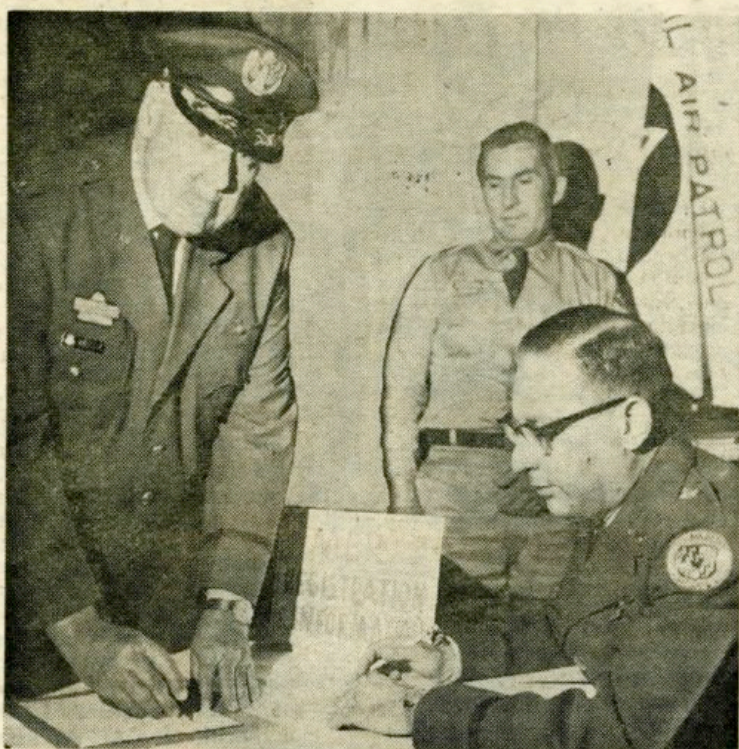
Colonel Ashworth was the featured speaker at the general assembly. His approach to the problems facing Civil Air Patrol during the next five years was both direct and emphatic. He complimented all personnel on the successful summer activities recently completed. And assured those present that these activities would receive more emphasis from year to year. He touched briefly on the recent National Board Meeting held at Houston, Texas, during which time the Board adopted a new Constitution and By Laws.

He mentioned the excellent rapport now existing between CAP and the Air Force but pointed out it was CAP's responsibility to meet the objectives of the Long Range Plan in order to assure this continued support. He said, "This makes the Civil Air Patrol's Long Range Plan a promissory note that Civil Air Patrol is going to have to pay."

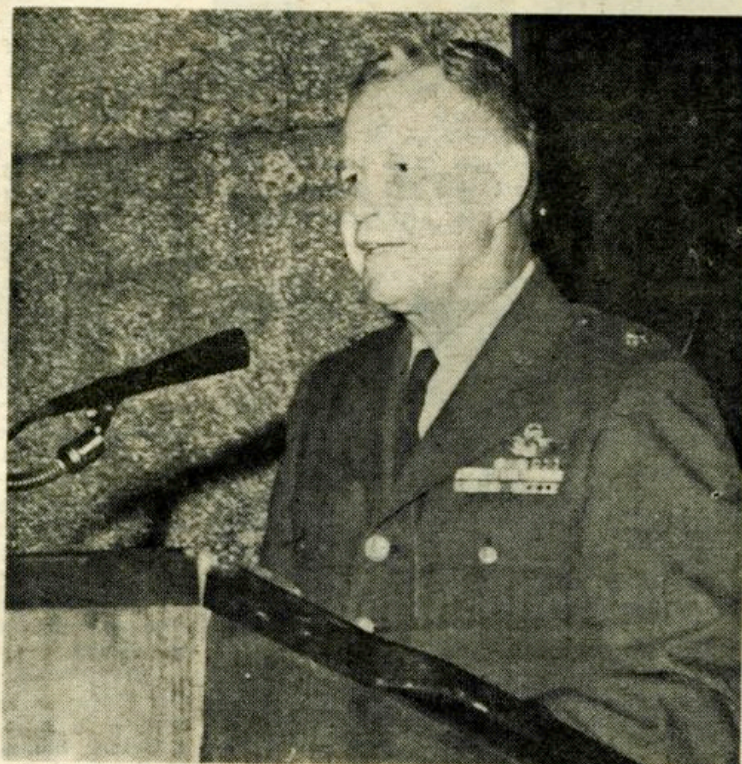
The Colonel touched on the tremendous technological and population explosion we are presently experiencing. He pointed out that roughly 1/3 of the national population is made up of youngsters under 21 years of age. This is a fertile area for recruitment of cadets who will be adult leading citizens of the future—Civil Air Patrol is a positive answer to juvenile delinquency.

HE CLOSED his discussion by saying, "They (CAP members) must have moral standards that include a high sense of honesty, integrity, courage, loyalty and discipline."

The Region Conference closed on a high note of optimism with all conferees assuring the National Commander of their utmost support and effort to assure Civil Air Patrol's continued effort to maintain and secure the primary objective of the organization.



VISITING FIREMAN—Col. F. Ward Reilly, left, Southeast Region commander, was a surprise guest at the Middle East Region's annual conference in Baltimore. Here he registers for the conference with Maj. Jerome Bershtein, Group I exec officer. Looking on is Lt. Francis Bell, Maryland Wing supply officer. (Photo by Lt. Robert Kirby, Maryland Wing)



SHOOT THE MOON—Lt. Col. Robert N. Van Wagner, USAF, keynote speaker at the Southwest Region Conference banquet gave conferees a glimpse into the future as he covered Air Force and civilian space efforts to probe outer space. His lecture was illustrated with color slides and covered the aerospace program from its inception through the next decade. Col. Van Wagner is assigned to the Air War College of the Air University, Maxwell AFB, Alabama.

More Direct Commissions Available for Reservists

ROBINS AFB, Ga.—The number of Air Force Reservists receiving Direct Commissions is expected to increase sharply under new procedures just established. Continental Air Command officials have announced.

The new directives establish 200 as the number who can receive such commissions under the Fiscal Year 1963 Outstanding Reserve Airman Appointment Program. A limitation of 75 direct appointments annually has been the rule in the past.

One of the major changes under the new program is the provision for awarding direct appointments to a limited number of airmen in a draft deferred status. Now certain draft deferred individuals meeting specified criteria can qualify. Previously they were excluded from consideration.

Still another change is the definite requirement that at least fifty percent of the airmen selected for commissioning by direct appointment must be college graduates.

Baltimore Panel Emphasizes Knowledge of CAP Missions

BALTIMORE—Nearly 300 CAP members and guests were present to participate in the 1962 annual Middle East Conference held at the Sheraton Belvedere Hotel in Baltimore and hosted by the Maryland Wing.

The conference opened with a general assembly in the main ballroom, headed by Col. Stanhope Lineberry, MER commander. This was Col. Lineberry's first general conference since he assumed region command. Also making his first appearance at a regional meeting was Col. Klair E. Back, USAF, new chief liaison officer to the MER.

At the head table for the opening ceremonies were Col. William M. Patterson, Maryland Wing commander; Col. Lineberry; Col. Chris Rueter, USAF, representing the CAP National Commander; Col. Donald Denton, North Carolina Wing commander; Col. Back; Col. Louisa Spruance Morse, Delaware Wing commander; Col. Dan E. Evans, Jr., National Capital Wing commander; Col. John R. Taylor, South Carolina Wing commander; Col. Robert E. Gobel, West Virginia Wing commander; and Col. Herbert Ellis, USAF, CAP National Headquarters.

The conference was opened with an invocation by Chaplain Amiel Shultz, MER staff chaplain, followed by presentation of the national and CAP colors. Making up the color guard were Cadets Tom Horwath, Dan Abell, Dennis Dideriksen, Bob Atwood and Don Vore. The color guard was supplied by Catonsville Composite Squadron, commanded by Maj. Ed Feillinger.

COL. PATTERSON, as host, welcomed the assemblage and then turned the meeting over to Col. Lineberry, who made a brief opening address and then introduced Col. Rueter, who carried a message from Col. Paul C. Ashworth, CAP national commander.

Col. Rueter told the gathering, "CAP's relationship with the Air Force is as good, or better, than it has ever been . . . the possibility of CAP instilling high morale standards in the youth of today are almost unlimited."

Commenting on future progress of Civil Air Patrol, Rueter said, "CAP must meet the goals of the long range plan, for today the 'status quo' is just not good enough."

Concluding his address, Rueter stated, "CAP has an unlimited potential to our country that must only be grasped."

Col. Lineberry, assisted by Maj. Singleton, then presented Information award certificates. The first went to Lt. Col. Carlton Bennett, named as the number two most outstanding region in the nation.

In the North Carolina Wing, awards went to Group IV and the Ashville Squadron, while Delaware was cited for the Dover Cadet Squadron, and to the editor and staff of the DEL-CAP, wing newspaper.

West Virginia Wing garnered the largest number of awards. Certificates went to the editor and staff of the Mountaineer Flyer, wing publication; Parkersburg Squadron; Lt. Col. Mel Hollar, ranked third nationally; and to the wing itself for being named best in the Middle East Region.

Certificates were awarded to the editor and staff of the Maryland Wing newspaper, and Catonsville Squadron as outstanding unit. In National Capital Wing the editor and staff of the Capital Informer, and the Wheaton Squadron were cited.

Two publications in the Virginia Wing won awards. They were the Peninsula Squadron Annual and Wings Over Virginia. Augusta Squadron was named the wing's top unit.

The general meeting broke up and individual seminars were then convened. In addition to a meeting of wing commanders, seminars were held in administration, personnel, finance, information, chaplains, medical, coordinators for women, materiel, communications, cadet and senior training, aerospace education, operations and safety, and the regional cadet advisory council.

Many special guests were present and included Col. F. Ward Reilly, Southeast Region commander; Lt. Col. Hal Dupont, Florida Wing, and representatives from the Air Force Academy, Eastern Air Rescue Center and the USAF Chaplain's office.

The awards banquet was held that evening, and guest speaker was Mr. Murray Kanes, Director of Advanced Programs, Space Systems, Martin Company.

The topic of Mr. Kanes' address was "Looking At the Future," and he told the group, "... interplanetary travel and even colonization of the moon are inevitable. The wheels of the space age are in motion and there is only one way for it to go — bigger and faster."

"We, as adults, have a responsibility as never before in history to be vitally aware of what is going on. We are confronted with a new technology which is bound to affect our living standards."

COMMENTING on that responsibility, Kanes emphasized, "It is the youth of today who will carry on this (space) race during the coming years. It behooves us to see to it that they are as well prepared as possible. I believe the Civil Air Patrol, in particular, can play an important role in meeting this educational obligation and challenge."

Again stressing training, Kanes said, "We need to recognize the urgency of educating not only scientists, engineers, technicians and astronauts — our very future existence depends on the American public being aware and knowledgeable in this vital area. Those individuals who complacently regard all this talk about space as comic strip stuff, need to be reminded of the caterpillar crawling along the ground who looked up at the butterfly flying overhead, and thought to himself, 'No one will ever get me up in one of those things!'"

Mr. Kanes ended his interesting address by saying, "Remember that technical superiority can flourish only in an atmosphere of free thinking — under the principles of democracy which can and will win this race."

Many distinguished guests were present for the banquet and dance. These included James Morton, representing Maryland Governor Millard Tawes; Maj. Gen. Van Brunt, state Civil Defense director; Mr. Vincent Niessen, Public Relations director for the Martin Company; and State Police director Webber.

(The announcement was made before conclusion of the conference that the 1963 Middle East Region conference would be held at the Hotel Dupont, Wilmington, Del., Aug. 23-25, 1963. The Delaware Wing, commanded by Col. Louisa Spruance Morse, will host that meeting.)

California, Nevada, Washington Cadets Hold Joint Meet at Mather

NATIONAL HEADQUARTERS—Reports on various Civil Air Patrol summer encampments have been coming into this headquarters during the last few weeks of the summer season and the following are brief summaries of some of the cadet activities for this year. Last month's issue of CAP TIMES carried the first report of encampments for 1962.

MATHER AFB, Calif.—A joint effort of cadets from the California and Nevada CAP Wings and honor cadets from the state of Washington gathered at Mather AFB this summer for their encampment. A total of 221 cadets were involved in the tri-Wing encampment.

Command of the encampment was also divided with Lt. Col. Stephen Lukacik of the California Wing as commander while Lt. Col. Frank B. Murtha of the Nevada Wing was deputy commander. Capt. Shirley J. McTernan, California Wing, was executive officer.

During opening ceremonies the Sacramento Valley Group 4 received an award in recognition of its aid and cooperation in the USAF recruiting program in California.

During the two weeks the cadets were at Mather they took part in basic training and Officers' training programs. These included communications, radar, Link trainer, aircraft and engines, base operations functions, and navigation. Cadets attended classes in military justice, leadership, flying safety, observer duty, and parachute instruction.

Brig. Gen. Neil D. Van Sickle, 3535th Navigator Training Wing, was reviewing officer for the final parade and review marking the end of this year's encampment.

TINKER AFB, Okla.—The combined Oklahoma-Arkansas encampment this year also gave an opportunity to Civil Air Patrol cadets unable to attend their own Wing encampment to join these two Wings. Other states represented at Tinker were Texas, New Mexico, Mississippi, Montana, and Massachusetts.

Altogether there were 43 female cadets and 144 male cadets spending two weeks at Tinker AFB. While there they took part in the basic training schedule familiar to CAP cadets during summer encampments.

Highlight of the two weeks came when Astronaut, Maj. Gordon Cooper, USAF, paid a visit to the base and met with some of the cadets.

Another special feature of this year's encampment was the visit to the Federal Aviation Agency's Aeronautical Center located at Will Rogers Field in Oklahoma City. There cadets were shown the evolution of new equipment for Mach-3 planes being developed by the National Aviation Systems Service.

GEIGER AFB, Wash.—Highlight for 115 cadets from the Oregon Wing during encampment this year was a SAC orientation tour thru KC-135s and B-52s at nearby Fairchild AFB and a visit to the jet simulator of the Washington Air National Guard.

Base tours, lectures and special visits to air base facilities rounded out the encampment schedule. CAP senior members conducted classes in physical training, drill, character guidance and military customs and courtesies.

During the encampment an Officers Candidate Class was also at the air base. This was of particular interest to the CAP cadets because there were former members of CAP in the OCS Flight.

Commander for the encampment was Maj. Anna Bridge. Cadet com-

mander was Col. Ivan E. Alderson.

LORING AFB, Maine—Civil Air Patrol cadets from Maine, New Hampshire and Vermont attending summer encampment at Loring AFB this year underwent On-the-Job Training as part of their activities. Cadets who had previously attended a summer encampment were assigned jobs in various functions on base while "first timer" cadets attended the regular schedule of classes and demonstrations.

OJT assigned cadets worked in the base photo lab, the personnel offices, base engineers, and administrative services.

Wing commander Lt. Col. Erwin E. Crocker headed the group of 100 cadets during their stay at Loring.

Cadets participated in drill and retreat ceremonies while at camp and took part in the routine life of an active duty airman.

ROBINS AFB, Ga.—Fifteen Indiana female cadets set up camp at this CONAC base along with 25 female cadets from the Michigan Wing and female cadets from the Georgia Wing for a nine day encampment.

While the female members of the Indiana Wing were in Georgia, 175 male cadets from Indiana traveled to Shaw AFB, S.C., along with 25 senior members for their portion of the summer encampment. Cadets at Shaw AFB were the farthest from "home" they had ever been for an encampment.

DAVIS-MONTHAN AFB, Ariz.—Passing in review before Paul Fannin, Governor of Arizona, was the climax of a two-week encampment staged at this USAF base by members of the Civil Air Patrol Wings from Arizona and New Mexico.

There were 194 CAP cadets at

the encampment this year under command of CAP Col. Marilyn Miller of Squadron 509C, Davis-Monthan.

Governor Fannin arrived on the final day of the encampment and stood on the reviewing stand as the cadets marched past. Many friends and relatives of cadets were also on hand for the review.

Governor Fannin told the cadets that the CAP program was "a reach for perfection," and he emphasized "the quality of performance" in the Civil Air Patrol.

"People should know more about the high quality of the majority of today's youth," the Governor added.

WRIGHT-PATTERSON AFB, Ohio—For two weeks 328 cadets and 51 seniors set up a joint summer encampment for the Ohio and Kentucky Wings at this midwestern air base.

While at camp cadets received instruction from seniors and USAF instructors in aerospace and aviation subjects, first aid, self defense, physical training, supply procedures, radio communications, survival and Civil Defense procedures, military courtesy and drill, leadership and flying safety.

Regular tours of the base included operations and the famous Air Force museum.

Cadets took part in retreat formations as well as parades.

Encampment commander was Lt. Col. Floyd E. Schaffner, Ohio Wing.

CHARLESTON AFB, S.C.—The Maryland Wing of CAP had its summer encampment this year at Charleston AFB, S.C., where nine days were spent in training under Seniors and USAF instructors.

There were 191 cadets and 11 seniors from this Wing at the en-



GETTING THE LOW-DOWN—A USAF instructor, A2C Beger, explains the reason for the 25 dial panel in the liquid oxygen plant at Chanute AFB, Illinois, where these three members of the Illinois CAP Wing spent their summer encampment. Cadets shown looking at the panel are, (left to right) Cadet AB Mary Ward, Cadet Sgt. Lorna Howard (kneeling) and Cadet A3C Mary Howard.

campment. They took part in lectures on various military subjects and went on base tours and orientation flights. Other tours included visits to Isle of Palms and the Charleston Naval Base.

Lt. Col. Arthur C. Dupuis served as encampment commander for the second year. While at camp cadets received an invitation from USAF Col. Ralston, former base commander at Charleston AFB, to visit his new command at Albright AFB, Canal Zone, for the Wing's next encampment.

Cadets were airlifted home by the 1608th Air Base Group, MATS.

HOMESTEAD AFB, Fla.—Three cadets from the Florida Wing said adieu to their friends during the Wing's summer encampment at Homestead this year. Their departure signaled the beginning of ca-

reers as active duty personnel in the armed services.

Cadet Lt. Col. Paul Turner, Miami, left for active duty in the Navy while Cadet Major William Vose, also of Miami, left for duty with the Army. Cadet Major William Keetley, St. Petersburg, took his oath of enlistment during encampment graduation exercises and left two days later for active duty in the USAF.

Activities during encampment included a leadership seminar for advanced cadets, lectures and demonstrations in various military subjects and base tours.

Encampment commander was Lt. Col. Luther L. Dameron who was responsible for the 366 cadets attending.

Outstanding cadet for this year was Lt. Col. Cy C. Leseman, Jacksonville, who received the Wing's rotating trophy.

MAXWELL AFB, Ala.—Two hundred and fifty two cadets and seniors of the Alabama and Mississippi Wings gathered at this Air Force base during the summer for their annual encampment.

While there cadets were given various tours along with classes in link trainer, control tower operation, survival techniques, space environment, troop training, navigation, flying safety, character and citizenship, military law, aircraft maintenance, and rifle range procedures.

Cadet encampment commander was Cadet Col. William C. Harbin Jr. Encampment commander was Lt. Col. Ross J. Sedita, Alabama Wing.

Highlight of the week long stay was a tour of Eglin AFB, Florida, where cadets and seniors saw testing and launch sites of the Bomarc and Quail missiles, the electronic counter missile sites, and the Air Force's climatic hangar. Cadets and seniors having attended more than one encampment were selected for this tour.

Major General Robert Taylor III, USAF Air University commandant, was commencement speaker at the close of the encampment.

Space Simulator

CORVALLIS, Ore.—A group of cadets from Vancouver Composite Squadron, Oregon Wing, recently toured the space simulator facilities at Oregon State University in Corvallis. A full scale Apollo Simulator and dismantled Mercury simulator were on display.



LEARNING HOW—These cadets from the Ohio Wing learn the right way to handle weapons during their practice session on the rifle range at Wright-Patterson AFB, Ohio. Safety with weapons is stressed by USAF instructors so that cadets learn the proper way to handle and fire the rifles. Three instructors move up and down the line keeping a sharp eye on cadets as they prepare to fire.

Cadets Introduced to Space Age In Orientation Course at Chanute

CHANUTE AFB, Ill. — A beefed-up Space Age Orientation Course held at Chanute Technical Training Center the last week of summer left 52 cadets asking for more. One said he would like to attend a week for each day of the course. Another advised future space age cadets to reread "The Dawning Space Age" before going to the school. An examination on the CAP text is among the requirements for attending.

This was the second year for SAOC and the course quota was filled—52 cadets and five senior escorts. Two wings — West Virginia and Mississippi — were not represented, but alternates from other wings took their places.

Lt. Col. Henry Barnwell of Spartanburg, S.C., was the CAP commander for the course and the other four CAP officers each was assigned a flight of cadets: Lt. Col. Don Ehrlich of Tucson, Ariz.; Lt. Col. Hal du Pont Jr., of Miami, Fla.; Capt. Jack Holt of San Pedro, Calif.; and CWO Thomas O'Shea of Chicago, Ill.

Each of the four groups attended classes on a subject before being introduced to the real thing. All instructors were regular Air Force and manufacturer-trained officers and airmen, each a specialist on a particular missile system, propellant or procedure.

An Air Force lieutenant, Kenneth Cordier, led assembly meetings assisted by another young lieutenant, H. A. McLaren. Cordier has been selected for flight training and will leave Chanute in January.

Lt. Col. Harold Steffen, USAF, of Air University's Warfare Systems School faculty at Maxwell AFB, Ala., flew to Chanute especially to speak to the cadets before the Friday afternoon panel session.

In a presentation with slides, Colonel Steffen gave the cadets some of the ideas that military thinkers, research scientists, politicians, and others have on the subject of our future prospects in



LT. COL. BARNWELL

space and the military implications of these ideas.

Head panelist was Maj. Gen. Lloyd P. Hopwood, commander of Chanute Technical Training Center, a long-time Air Force friend of CAP's national commander, Col. Paul C. Ashworth, who sat on his right during the question-answer period. Other panelists during the four-hour session, in addition to the two mediator-instructors, were Lt. Col. Raymond Burns, USAF, head of the missile school; Colonel Steffen and Colonel Barnwell.

Air Force certificates of completion of the special course, ATS 31000-5, were awarded at the close of the final afternoon sessions. A banquet, buffet style, was held in the Gold Room of Chanute's Fannin Officers Club.

Col. Ashworth delivered the principal address, challenging the young men to do their part to pro-

vide this country with "the kind of sound, moral, intelligent and educated citizens that we must have to survive."

Air Force project officer and CAP liaison for the 1962 space age course was Capt. Theodore Cline of the training center's staff. He was assisted by Mr. Floyd Gregory, training specialist, who also worked with the 1961 premiere course.

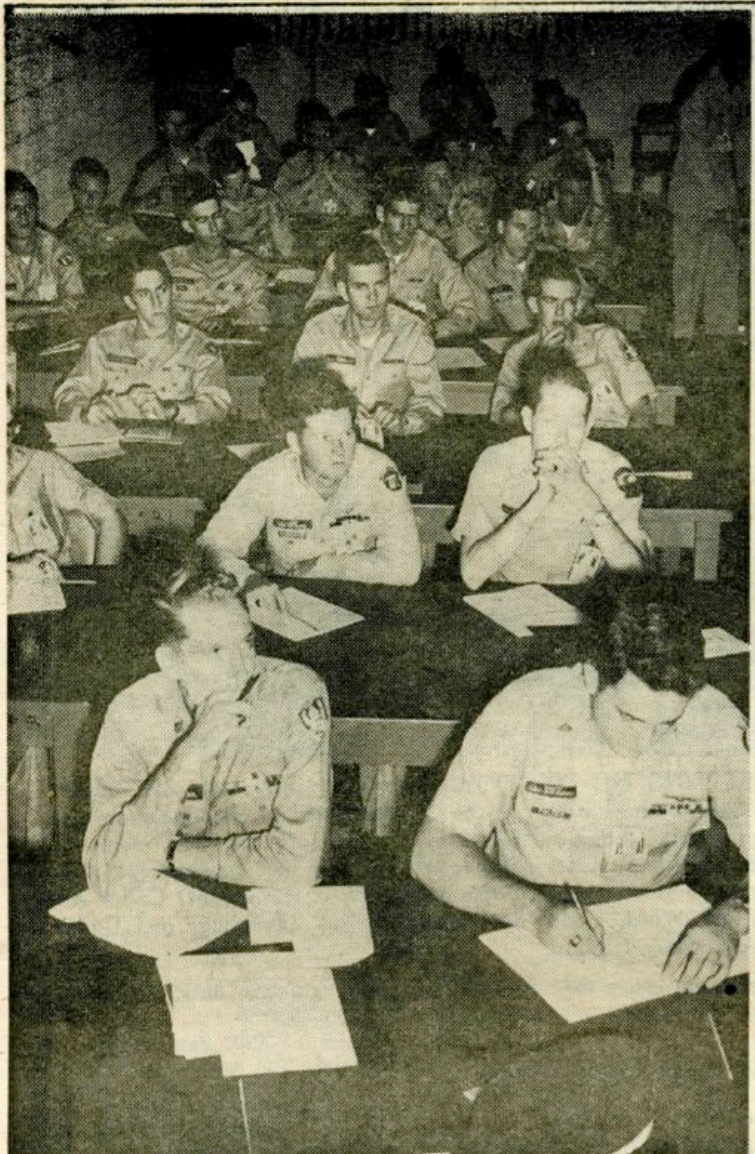
The training center, which is a school and not a launching site for missiles and rockets, did provide action with its system check panels of dials and blinking lights, the swift erection of the 47-foot, 15,000-pound Bomarc guided missile, and the loxing (liquid oxygen loading) and firing of a vernier rocket engine, the kind used to steady giants like Atlas, Thor, Titan and Minuteman during the initial stage of lift-off.

In addition to orientation in various Air Force missile systems and propellants and their transfer systems, the cadets saw new movies depicting future concepts of space and space vehicles.

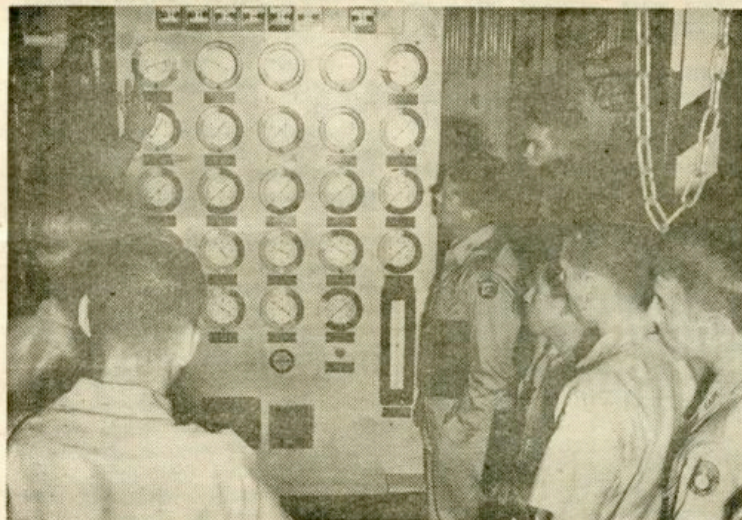
Entire Family Now in CAP

MIAMI, Florida — When Cadet Phyllis A. Frankfurt joined the Miami, Florida, All Girl Sq., recently she made it unanimous for the Frankfurt family in their endorsement of CAP.

Cadet A2C Carla Frankfurt was first to enlist. She was followed within a few months by her father, CAP MSgt. W. Murray Frankfurt. Mrs. Frankfurt wasn't to be left out and soon followed her daughter and husband into the ranks of the Miami Sq.



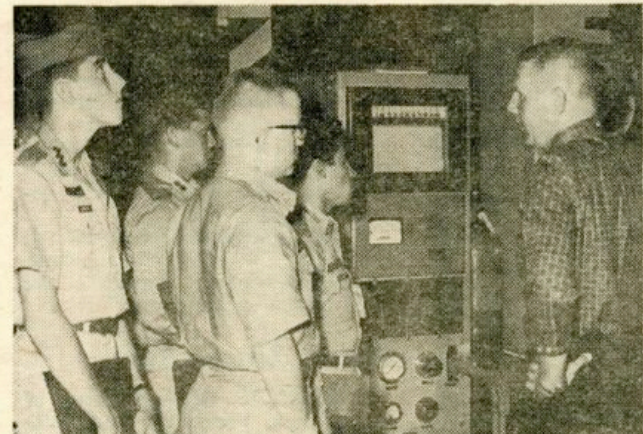
ALL WORK, NO PLAY—It was almost that for a full week for 52 honor cadets from all but two of CAP's wings at the recent Space Age Orientation Course at Chanute Technical Training Center, Ill. This was the second year of presentation and was a "beefed up" version of the 1961 course when instructors found that most of the cadets were further advanced in astronautics than anticipated.



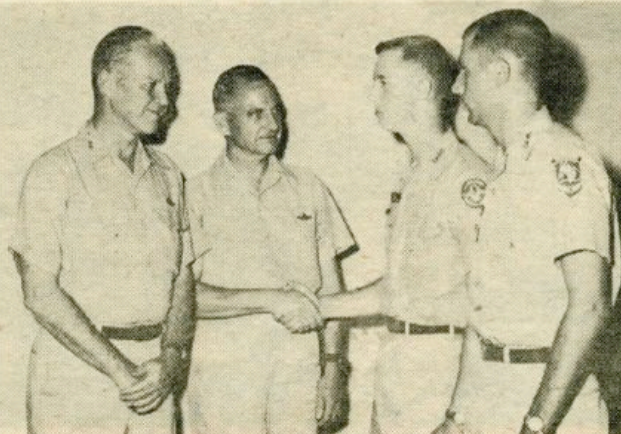
GAUGES AND GADGETS—Space orientation cadet group is shown how the compression of various storage tanks for the 25-ton oxygen-nitrogen generator are checked at Chanute Technical Training Center. The LOX operation area is located far across the large base from main office, barracks and flight operations, obviously for safety reasons.



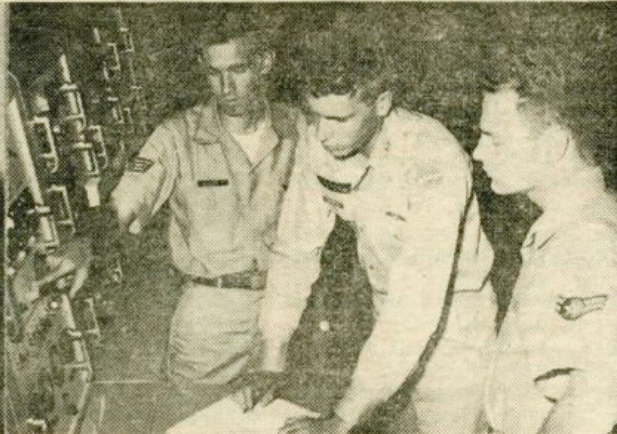
THAT'S A HOUND DOG?—Civil Air Patrol flight at SAOC get a close-up look at the "innards" of a GAM 77 Hound Dog missile during the SAOC the last week of August. A2C Bryce Hindes, USAF, points out electronic gear on 47-foot, winged, aerodynamic missile that gives SAC's B-52 a triple threat when one is under each giant wing. Part of GAM 77 nose cone can be seen in rear.



MEETING PEOPLE and seeing things kept cadets busy all during their visit to Chanute. In the photo at the left, James E. Vliet, technician-instructor, briefed the cadets on the capabilities of liquid oxygen. They also witnessed the firing of a small 1000-pound thrust vernier rocket engine. In the center, Cadets



Jerry M. Lord of East Lebanon, Me., and Steve Warford, of Paducah, Ky., meet Maj. Gen. Lloyd P. Hopwood, commander of the center, and Col. Paul C. Ashworth, USAF, national commander of CAP. At far right, CAP member A1C Charles Walden of the 3361st Instructor Sq. explains countdown procedures on the



GAM 77 to Cadet William T. Gormley of Wheat Ridge, Colo. At right is A2C Bryce Hindes, also a Chanute instructor. Off-duty, Walden is a member of the Champaign-Urbana Squadron and Hindes of the Chanute AFB CAP squadron. Both instruct all flights of CAP cadets during the SAOC.

Text of MacArthur's Thayer Award Speech

(Ed Note—General of the Army Douglas MacArthur is probably one of the most honored and revered military leaders in our nation's history. Recently the general delivered an historic address before the cadets of the United States Military Academy at West Point, upon his acceptance of the Sylvanus Thayer Award. This moving address, by Senate Resolution, will be reproduced into an Armed Forces pamphlet to be distributed world-wide to all military units. CAP TIMES feels honored to reprint Gen. MacArthur's address.)

NO HUMAN being could fail to be deeply moved by such a tribute as this, (Thayer Award) coming from a profession I have served so long and a people I have loved so well. It fills me with an emotion I cannot express. But this award is not intended primarily for a personality, but to symbolize a great moral code — the code of conduct and chivalry of those who guard this beloved land of culture and ancient descent.

Duty, honor, country; Those three hallowed words reverently dictate what you want to be, what you can be, what you will be. They are your rallying point to build courage when courage seems to fail, to regain faith when there seems to be little cause for faith, to create hope when hope becomes forlorn.

They teach you to be proud and unbending in honest failure, but humble and gentle in success; not to substitute words for action, not to seek the path of comfort, but to face the stress and spur of difficulty and challenge; to learn to stand up in the storm, but to have compassion on those who fall; to master yourself before you seek to master others; to have a heart that is clean, a goal that is high; to learn to laugh, yet never forget how to weep; to reach into the future, yet never neglect the past; to be serious, yet never take yourself too seriously; to be modest so that you will remember the simplicity of true greatness; the open mind of true wisdom, the meekness of true strength.

They give you a temperate will, a quality of imagination, a vigor of the emotions, a freshness of the deep springs of life, a temperamental predominance of courage over timidity, an appetite for adventure over love of ease.

They create in your heart the

sense of wonder, the unfailing hope of what next, and the joy and inspiration of life. They teach you in this way to be an officer and a gentleman.

And what sort of soldiers are those you are to lead? Are they reliable? Are they brave? Are they capable of victory?

Their story is known to all of you. It is the story of the American man at arms. My estimate of him was formed on the battlefields many, many years ago, and has never changed. I regarded him then, as I regard him now, as one of the world's noblest figures; not only as one of the finest military characters, but also as one of the most staid.

His name and fame are the birthright of every American citizen. In his youth and strength, his love and loyalty, he gave all that mortality can give. He needs no eulogy from me, or from any other man. He has written his own history and written it in red on his enemy's breast.

FROM one end of the world to the other, he has drained deep the chalice of courage. As I listened to those songs in memory's eye I could see those staggering columns of the first World War, bending under soggy packs on many a weary march, from dripping dusk to drizzling dawn, slogging ankle deep through mire of shell-pocked roads; to form grimly for the attack, blue-lipped, covered with sludge and mud, chilled by the wind and rain, driving home to their objective, and for many, to the judgment seat of God.

I do not know the dignity of their birth, but I do know the glory of their death. They died unquestioning, uncomplaining, with faith in their hearts, and on their lips the hope that we would go on to victory.

Always for them: Duty, honor, country. Always their blood, and sweat, and tears, as they saw the way and the light. And 20 years after, on the other side of the globe, again the filth of dirty foxholes, the stench of ghostly trenches, the slime of dripping dugouts, those boiling suns of the relentless heat, those torrential rains of devastating storms, the loneliness and utter desolation of jungle trails, the bitterness of long separation of those they loved and cherished, the deadly pestilence of tropical disease, the horror of stricken areas of war.



GENERAL MACARTHUR

You now face a new world, a world of change. The thrust into outer space of the satellite spheres and missiles marks a beginning of another epoch in the long story of mankind. In the five or more billions of years the scientists tell us it has taken to form the Earth, in the three or more billion years of development of the human race, there has never been a more abrupt or staggering evolution.

We deal now, not with things of this world alone, but with the illimitable distances and yet unfathomed mysteries of the universe. We are reaching out for a new and boundless frontier. We speak in strange terms of harnessing the cosmic energy, of making winds and tides work for us. . . . of the primary target in war, no longer limited to the armed forces of an enemy, but instead to include his civil population; of ultimate conflicts between a united human race and the sinister forces of some other planetary galaxy; such dreams and fantasies as to make life the most exciting of all times.

And through all this welter of change and development your mission remains fixed, determined, inviolable. It is to win our wars. Everything else in your professional career is but corollary to this vital dedication.

Yours is the profession of arms, the will to win, the sure knowledge that in war there is no substitute for victory, that if you lose, the

nation will be destroyed, that the very obsession of your public service must be duty, honor, country.

Others will debate the controversial issues, national and international, which divide men's minds. But serene, calm, aloof, you stand as the Nation's war guardians, as its lifeguards from the raging tides of international conflict, as its gladiators in the arena of battle.

Let civilian voices argue the merits or demerits of our porcesses of government: Whether our strenght is being sapped by deficit financing indulged in too long, by Federal paternalism grown too mighty by power groups grown too arrogant, by politics grown too corrupt, by crime grown too rampant, by morals grown too low, by taxes grown too high, by extremists grown too violent; whether our personal liberties are as firm and complete as they should be.

These great national problems are not for your professional participation or military solution. Your guedpost stands out like a tenfold beacon in the night: Duty, honor, country.

THE LONG gray line has never failed us. Were you to do so, a million ghosts in olive drab, in brown khaki, in blue and gray, would rise from their white crosses, thundering those magic words: Duty, honor, country.

This does not mean that you are warmongers. On the contrary, the soldier above all other people prays for peace, for he must suffer and bear the deepest wounds and scars of war. But always in our ears ring the ominous words of Plato, that wisest of all philosophers: "Only the dead have seen the end of war."

The shadows are lengthening for me. The twilight is here. My days of old have vanished—tone and tints. They have gone glimmering through the dreams of things that were. Their memory is one of wonderful beauty, watered by tears and coaxed and caressed by the smiles of yesterday. I listen then, but with thirsty ear, for the witching melody of faint bugles blowing reveille, of far drums beating the long roll.

I bid you farewell.

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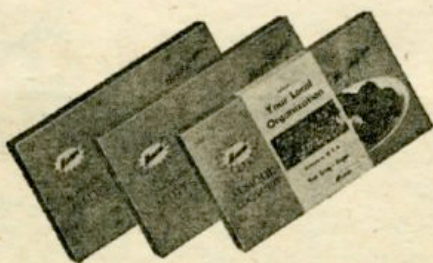
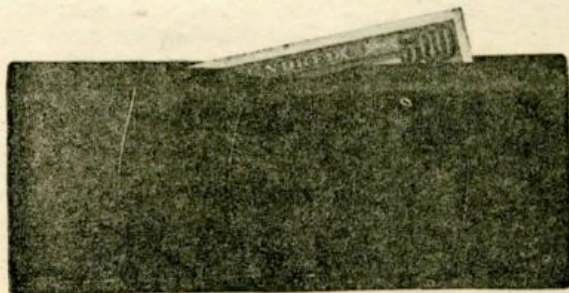
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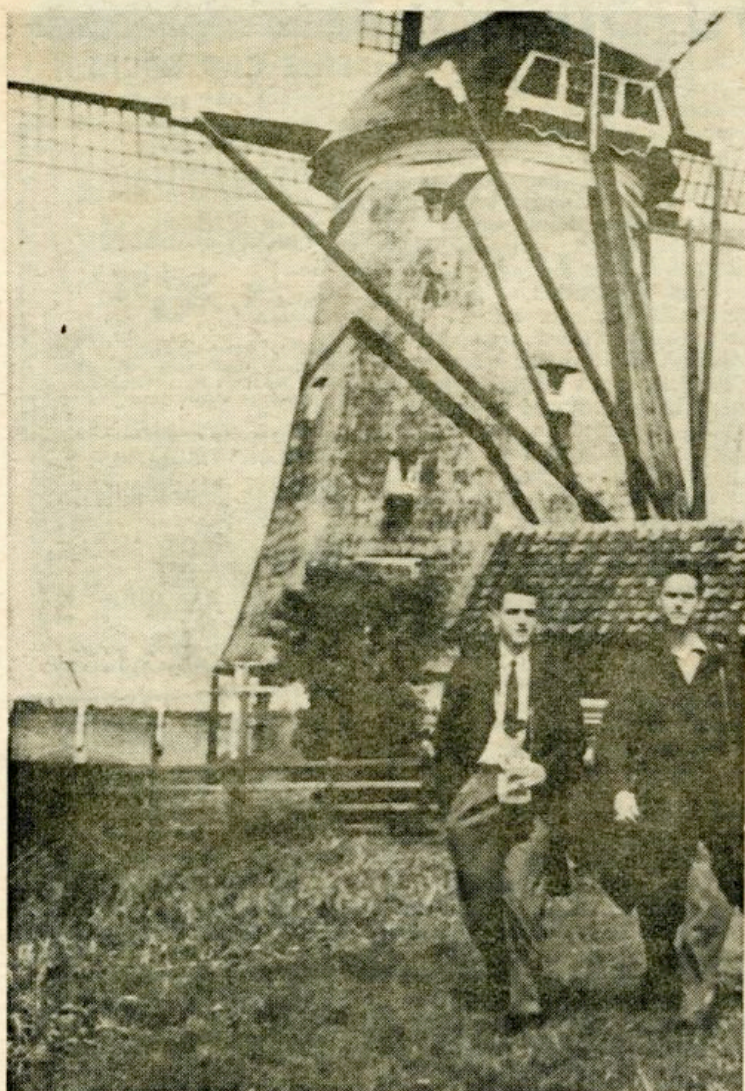
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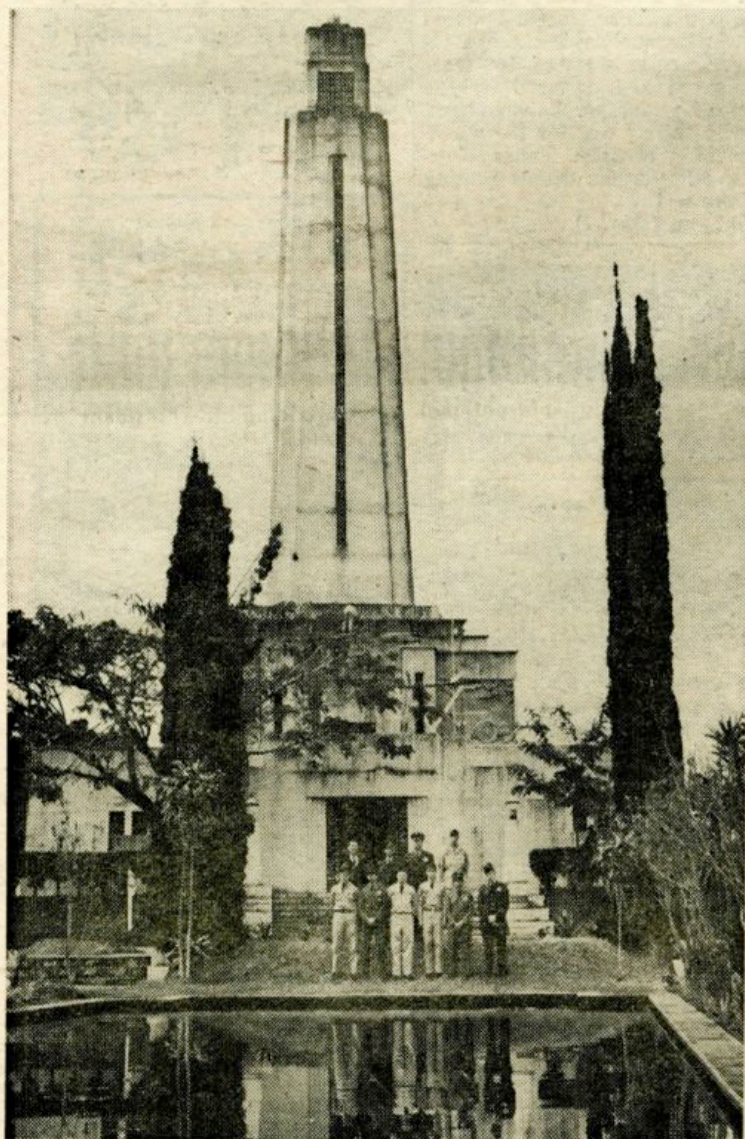
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American Cadets Abroad The 1962 IACE



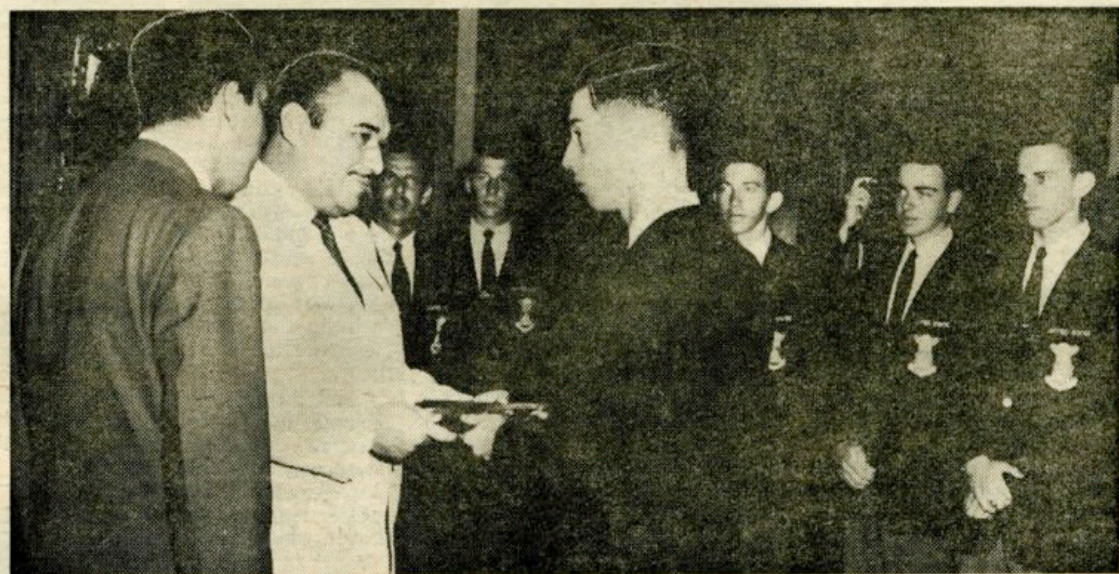
NETHERLANDS—American cadets visiting Holland this year found the "land of wooden shoes" fascinating. Cadets Ronald Girouard, New Hampshire Wing, and John Bunning, Illinois Wing, made a first hand inspection of one of this low-land country's famed windmills.



BRAZIL—A group of U.S. and Brazilian cadets and escorts visited the Rodeoviario Monument. The monument stands on the highway between Rio and Sao Paulo, and was dedicated upon completion of the highway in 1942. (Photo by Carlos of Rio)



ITALY—IACE cadets this year presented a wreath honoring the tomb of the Unknown Soldier at the Victor Emanuel Monument in Rome, Italy. General Maceratini, Secretary General of the Aero Club D'Italia, accompanied the group of cadets.



EL SALVADOR—Cadet E. M. Padgett, Alabama Wing, presented the Key to International Understanding to the President of El Salvador, Col. Julio Adalberto Rivera. Sr. Billy Fuentes, head of the tourist bureau, acted as interpreter. In rear, from left, are Capt. Richard Smith, and Cadets Clifford Wurster, David Keating, Robert Baker, Donald Hawn and Warren Steadman.



NORWAY—IACE cadets paid a visit to Sandefjord, Norway, one of the largest whaling ports in the world, during this year's exchange. Cadet Robert Palm, New Hampshire Wing, and Lt. John Ward, CAP escort from Alabama, posed before the Whaler's Memorial in the Sandefjord harbor.



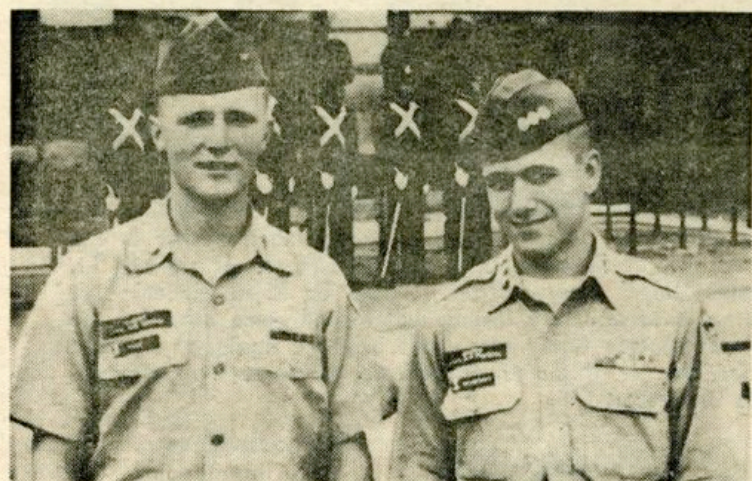
GREAT BRITAIN — Cadets Tommy Downs, Tennessee Wing, and Alfonso Cavalier, Texas Wing, get the feel of an Air Training Corps glider while receiving instruction at Swanton-Morley Royal Air Force Base. All U.S. cadets were given two days of glider orientation. While abroad, the group also made formal presentation of a banner to the Air Training Corps, England's CAP counterpart, on the occasion of the ATC's 21st Anniversary-celebration, given on behalf of Civil Air Patrol.



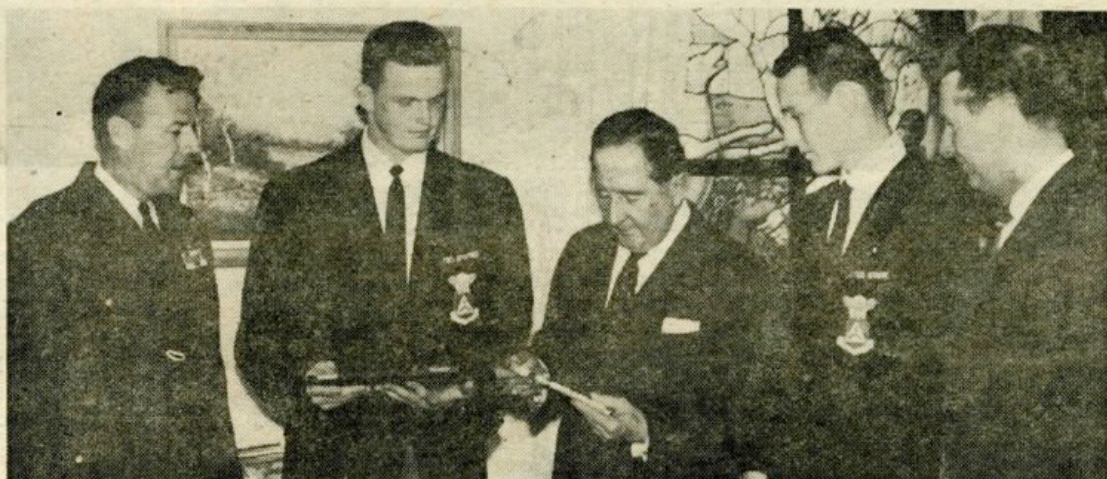
CANADA—Maj. Harold Sanford, CAP escort from Washington Wing, posed with his group of 15 U.S. cadets by this memorial to the Hudson's Bay Company at lower Fort Garry on the Red River in Manitoba, Canada. (Canada National Def. Photo). The Cadets visited other such interesting sites as a Royal military academy, Royal Canadian Air Force installations, a camping trip, and many historical areas of this North American nation.



ISRAEL—During the visit to Israel this year, the IACE cadets held a brief memorial service at this monument erected in honor of those members of the Israeli Armed Forces from the city of Ramat Gan who gave their lives in the War of Independence.



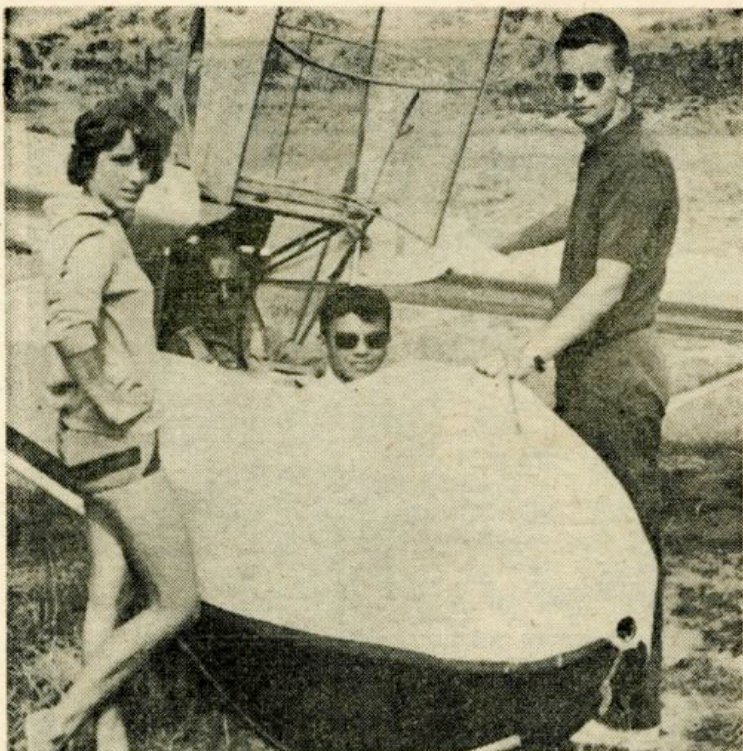
DENMARK—IACE Cadets James Page, Washington Wing, and Robert Rissberger, New York Wing, posed for this photo in front of the King's Castle in Copenhagen, Denmark. The Royal Guards who stand sentry duty at the castle can be seen in the background.



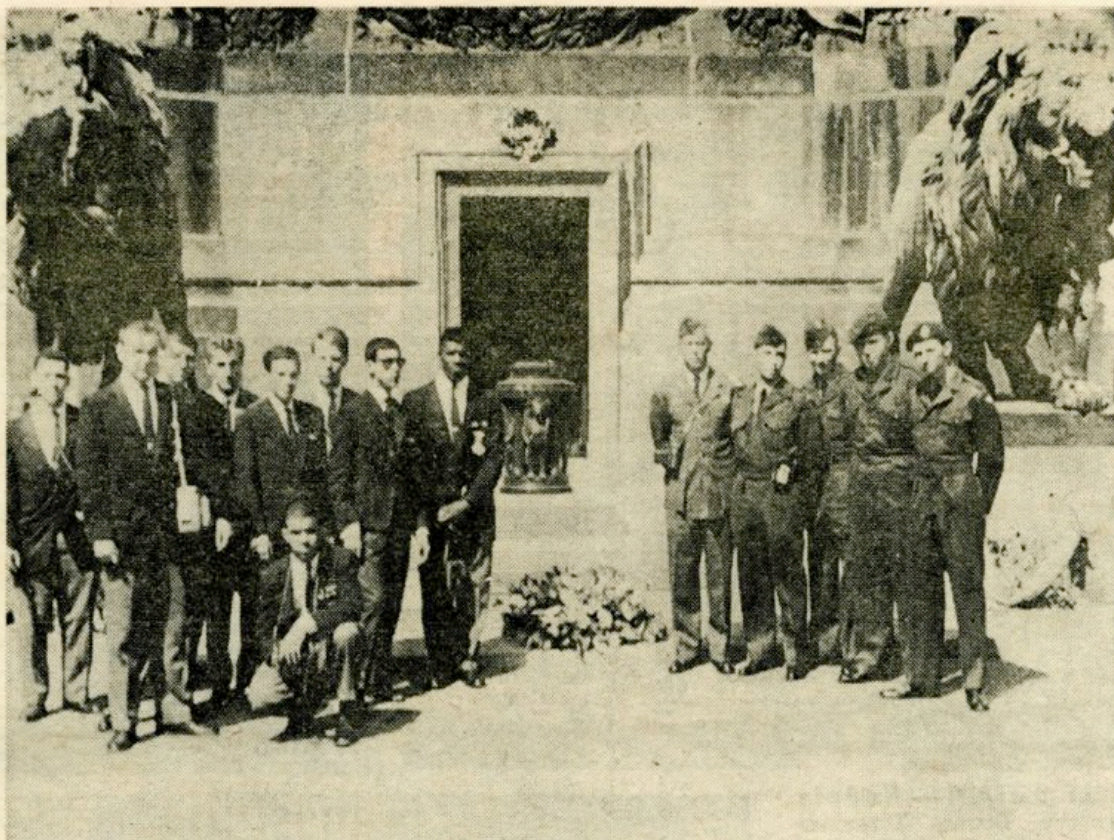
GUATEMALA—CAP cadets presented the Key to International Understanding to President Miguel Fuentes, chief executive of Guatemala. The key was provided through the courtesy of Yale and Towne Manufacturing Company. From left are Lt. Col. Jack Enrich, USAF escort officer; Cadet Larry Twitchell; President Fuentes, Cadet Joe Gatlin and Sr. Roberto Berger, president of the Guatemalan Aero Club. (Photo by Departamento de Cine Fotografia, de Casa Presidencia.)

SWEDEN—In the Honor Court of the Air Staff Building, the cadets were presented to Lt. Gen. Lage G. H. Thunberg, commander of the Swedish Air Force. The names on the wall behind the visitors are of those Swedish Air Force personnel killed in the line of duty. The American cadets visited ancient castles, modern cities, military installations and other points of interest. Except for the difference in language, this year's IACE group in Sweden was quick to note many similarities between Swedish and U.S. cities. Cadets received warm welcomes on every stop of their itinerary. They returned to the continental U.S. by way of Rhein Main AFB, Germany.





GERMANY—Cadet Enrique Costas, Puerto Rico Wing, prepares for a glider flight with Instructor Allmuss (rear seat). Helping to strap him in are Marguerite Allmuss and Canadian Cadet Ian Fullerton. The flights were given the cadets while visiting Segelflughorst Juist, the glider school on the Isle of Juist just off the coast of Germany in the North Sea. Both tow and winch flights were given.



BELGIUM—The Exchange group to Belgium this year placed a wreath at the tomb of the Belgian Unknown Soldier. Later in their tour, they performed a similar tribute at the American Memorial at Bastogne which honors those who gave their lives during the "Battle of the Bulge."



PORTUGAL—The cadets visiting Portugal were on hand at Oporto Airport for the opening of new runway facilities to handle jet aircraft traffic. A Portuguese-French group of government and aviation officials made a special flight from France in a commercial jet liner to inaugurate the occasion. From left are Lt. Col. Saul Wolff, New York Wing; Lt. Col. Charles Kelso, USAF escort; West German Cadet Franz-Dieter Zuger; Cadet Bill Mitchell, Alaska; Gary Sterns, California; Robert Phelps, Wisconsin; and Norwegian Cadet Finn Jacobsen.



GREECE—Like all visitors to Athens, the U.S. cadets made a visit to the famous Acropolis as part of their exchange visit to Greece. At right is Lt. Col. Hugh H. Saum, USAF escort officer. (Photo by Royal Hellenic Air Force.) Many famous sites of Greek history and legend came alive for the American youth, and cameras were in constant evidence during the guided tours. Facilities and aircraft of the Royal Hellenic Air Force were also visited by the cadets and escorts.



SPAIN—One of Spain's most renowned monasteries, Monasterio del Escorial, was one of many historic sites visited by the IACE cadets this year. Their tour included beaches, a bullfight, meeting with head of the Air Ministry and a tour of Madrid. (Photo by Spanish Ministerio Del Aire). The American cadets were especially impressed with the bullfight, for it was the first many of them had witnessed. The Moorish influence on much of the architecture in many of the Spanish cities they visited, and use of tile mosaics held great interest for the group.

Arizona Units Assist In 'Controlled Crash' Used in Safety Study

PHOENIX, Ariz.—CAP units in the Phoenix area were recently teamed with the Aviation Crash Injury Research Division (AvCIR), Flight Safety Foundation in the interests of aviation safety. The occasion was a controlled crash of an obsolete — but still flyable — U.S. Army H-21 helicopter, loaded with special instruments to record temperature, air, acceleration and fire origin data.

On request of the operator of the Deer Valley Airport, scene of the planned crash, Bill Bowden, executive officer of Deer Valley Squadron 308C, organized and directed teams of senior CAP security guards. The CAP seniors, who were placed at strategic locations around the airport, represented Sky Harbor Squadron 301, Luke Squadron 302, Williams Squadron 304, Deer Valley 308 and Task Group III of the Arizona Wing.

Working in the hot desert sun for more than five hours, the CAP seniors controlled the flow of curious spectators, directed vehicle and aircraft traffic, and assisted AvCIR in handling many other last minute details connected with the experiment.

After several hours of scientific preparation and testing, the actual crash of the helicopter was almost

anticlimatic. In only 15 seconds after take-off the helicopter was a mass of burning wreckage.

Firefighting equipment from Luke AFB moved in quickly and extinguished the blazing fire. All that remained following the crack-up was a small portion of the tail assembly, a gutted pilot's compartment, and numerous blackened boxes containing scientific test equipment.

AvCIR officials pointed out that information derived from the controlled crash will be studied for months, providing technicians with possibly new ways to reduce injury or death in the event of actual helicopter crashes. The design and manufacture of future aircraft will also be possibly effected by information gained from the experiment.

This was a new role in community service for CAP members of the Arizona Wing, who responded to the call for assistance from AvCIR, with hopes that such experiments will make flying even safer for future pilots.



FOAM COVERED SHELL—Technicians (background) wait for helicopter wreckage to cool before removing instrument packages. USAF fire truck and fireman are at left.

DeMolay Plans Highest Honor For Ohio Officer

WRIGHT - PATTERSON AFB, Ohio—Lt. Col. Ramon O. Walker, CAP, DCS/Safety, Great Lakes Region, Civil Air Patrol has been designated to receive the De Molay Cross of Honor by the International Supreme Council of the order of De Molay at its annual session in Indianapolis, Indiana.

Nominations for the award are made by active members and deputies of the Supreme Council and are limited to 12 nominations per year.

The Cross of Honor represents the highest award that can be given by the Supreme Council to a member of an Advisory Council and denotes three or more years of conspicuous meritorious service to the Chapter and exceptional and outstanding efforts in behalf of De Molay.

COL. WALKER, who resides in Rushville, Indiana and operates the Rushville Airport, is a Charter Member of the Rush County Order of De Molay Advisory Council. He has served for two years as Council Chairman.

Walker has been associated with Indiana Wing, for many years. Since 1958, Col. Walker has directed Civil Air Patrol's Safety Program for the surrounding six-state area as a member of the Great Lakes Region of CAP based at Wright-Patterson Field, Dayton, Ohio.

During 1961, the Great Lakes Region Safety Section, under Col. Walker's able direction, was rated first in the Nation by National Headquarters, Civil Air Patrol, and was awarded the Paul Turner Trophy.

CAP Squadron Provides Aerial Survey of Traffic

FLORHAM PARK, N.J. — Every Friday and Sunday through last Labor Day auto drivers were able to hear broadcasts of highway traffic conditions as seen and reported by members of Florham Park Composite Squadron, New Jersey Wing.

The aerial traffic surveying was actually a joint project of the unit, the local AAA automobile club and three radio stations: WMTR, Morristown; WRJZ, Newark; and WERA at Plainfield.

In a flight of about an hour's duration, one of the unit pilots with a cadet observer, would take off from Hanover Airport in the unit's PA-18. The late afternoon flights would survey major highways and intersections of six counties of northern New Jersey's metropolitan traffic complex.

THE OBSERVER would take notes of conditions, traffic flow and density, accidents causing blockage or slow-up, and any other situations affecting motorists headed away from the Greater New York area.

Reports were transmitted by radio back to the airport, where CAP members telephoned the information directly to the radio stations. In some cases the report was placed directly on the air

from the telephone.

In all broadcasts, Civil Air Patrol was identified as the source of the information service to the state's travelers.

On such holidays as Memorial Day, Fourth of July and Labor Day, when traffic is at its heaviest concentration, the aerial patrol is extended to two hours daily.



DIRECTING—Executive officer, Bill Bowden of Sq. 308C, directs SM David Pierce and AIC O. L. Barnett in controlling spectators near the crash scene. State Highway Patrolmen were also at the scene.

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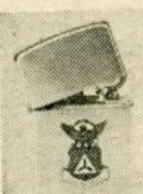
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CD Director Given Honor In New York

NEW YORK — Lt. Gen. Francis W. Farrell, USA (Ret.), director of Civil Defense for the state of New York, was honored recently with a special plaque and honorary membership in Civil Air Patrol.

Gen. Farrell was cited for his outstanding leadership, dedication and support of the New York Wing's CAP-CD program on behalf of the people of the state.

The CD organization has been providing tremendous support to CAP in that area as a result of the efforts of Gen. Farrell and other dedicated members of his staff, through training courses and similar types of assistance.

The presentation was made to Gen. Farrell during the New York Wing's Commanders Conference at Griffiss AFB last month, at which nearly 300 unit members of the wing were present.

Col. Jess Strauss, wing commander, reported that many activities are slated for wing members. One such project, being completed for the CD Commission, will see CAP members conducting a survey among home owners and farmers on the fallout shelter program. Questionnaires will be filled out, returned to the commission, evaluated, and specific questions and problems answered relative to protection of homes, property and livestock.

Col. Strauss pointed out that many personnel are participating in the CD radiological monitoring program which includes fixed, mobile and airborne monitoring phases. The wing's aim will be to provide 505 teams or 1010 people trained in this program.

Late last month the new members of the wing's Owner-Pilot Specialist program held a training session at International Aviation Industries hangar, Westchester County Airport in White Plains. Col. Strauss professed high hopes that the OPS program in his wing will grow into a very substantial and efficient part of the search and rescue capability of the wing.

In the field of aerospace education the New York Wing has also been very active. Through a program called "Operation Bookshelf," the wing will seek to increase community awareness of the CAP's cadet program by striving to place a set of CAP study manuals on the shelves of each school and community library in the state.

The wing recently welcomed Maj. Christ Pappas as new USAF liaison officer, replacing Maj. John DeWitt who transferred to England.

Delaware Cadets Get Subscriptions To CAP Times

WILMINGTON, Del. — Another CAP Wing, Delaware, has adopted the plan of including a subscription to CAP TIMES in cadet membership dues.

This is an ideal way for cadets to receive CAP TIMES and affords 100 percent cadet readership in these wings. Cadets should be well informed on CAP activities and what better way than through their own newspaper, CAP TIMES?

The Delaware Wing, in a recent announcement, has set the cadet dues to \$1.50, which includes a one year subscription to the newspaper, and covers the period through Oct. 31, 1963.



HONORARY MEMBER—Miss Frances Farmer, Indiana TV star and former movie actress, receives certificate of honorary membership in CAP from Major Joseph Davis, of the Anderson Cadet Squadron #2, Anderson, Ind.

Squadron Aids In Distributing Polio Vaccine

TUCSON, Ariz. — When the Tucson Health Department began planning a mass administration of the Sabin polio vaccine, they put out a call for assistance to Civil Air Patrol.

Tucson Squadron 502C responded and immediately went to work. A few weeks before the start of the campaign, a detail of personnel from the CAP unit distributed over 500 posters throughout the downtown area, to announce the date.

On three separate dates, ten cadets assisted at the Holliday School Polio Clinic during the city-wide Prevent Polio Crusade. Some cadets helped with administration duties such as getting citizens registered and indexed on IBM cards. Others worked putting cubes of sugar into paper cups so that the attending medical personnel could place the oral vaccine on the cubes.

Another cadet passed out personal record cards to each person receiving the vaccine. One senior and a cadet were on standby at all times to provide transportation for those unable to make it to the clinic. Some cadets even dispensed the vaccine to those in automobiles unable to walk through the dispensing line.

LATER it was noticed that small children between the ages of 3 and 7 were not being brought to the clinic. An appeal went out all over the city to bring these children in the following Sunday. To augment the appeal, cadets delivered pamphlets to all the leading Tucson grocery stores.

These pamphlets were packed with each sack of groceries to remind mothers of small children to bring the tots in for vaccine. The Sunday clinic met with success and many children received the Sabin vaccine.

The Tucson unit was praised for its efforts and assistance in making Tucson's crusade against polio a complete success.

Frances Farmer Made Member Of Indiana Unit

ANDERSON, Ind. — Anderson Cadet Squadron #2, Indiana Wing, presented Honorary CAP Membership to Miss Frances Farmer, former movie star, during an Open House held recently.

Miss Farmer, now an Indiana TV star, has her own program, "Frances Farmer Presents," which is popular throughout central Indiana. She recently finished summer stock in "My Darling Daughter" at the Greeting Theater.

Major Joseph Davis, commander of the unit, presented the certificate to Miss Farmer during ceremonies in which Judge Nelson Bohanon and Mr. Raymond Swank were principle speakers.

JUDGE Bohanon, juvenile court judge for Anderson, stated that, "Juvenile delinquency does not and cannot exist in an organization such as this (CAP)." He thought the CAP program provided an outlet for energy so important to today's youth and so important to prevention of delinquency.

Mr. Raymond Swank, Grant County probation officer, explained duties of his office and the type of people he works with. He said that a strong organization for youth such as CAP, if fully supported by the community, can put him out of a job. He said he would be willing to see such a thing happen.

Lt. Col. James Case, deputy for cadets, Indiana Wing, also spoke to visiting parents at the Open House. He explained what the cadet program was and why cadets were asking to go to encampments and attend other CAP functions. He explained other factors about CAP that are sometimes left mystery to parents.

Approximately 100 cadets, their parents, and brothers and sisters attended the Open House held at the Naval Reserve Armory in Anderson.

Central Testing Plan Placed in Operation

NATIONAL HEADQUARTERS—Civil Air Patrol has a new testing program. The new centralized testing procedures, which went into effect on Sept. 1 are outlined in CAP Regulation 280-1, "Test Administration and Security."

This regulation and necessary forms to implement the program were mailed to all units in the August distribution. In addition to containing step-by-step procedures, the new regulations provides for the appointment of principal and alternate unit testing officers.

The first tests shipped from National Headquarters under the centralized testing program went to Capt. Ted Bagan, Unit Testing Officer for the Offutt Cadet Squadron, Nebraska Wing.

These tests are to be given to the following cadets of that unit: Linda K. Bagan, Randy Billington, Michael Burks, Mary C. Cashman, Kathleen Colliton, Joseph H. Gallagher, Cathleen Gormley, Michael Gormley, David Grifford, Michael Groleau, John Hansen, Lewis Hatch, Paul S. Holloway, Austin Lemon, Richard Schoolcraft, Dessa Strecker, Connie Sunderland, George Thorpe, Thomas Warfle, and Karla Wentzell.

The primary purpose of the centralized testing program is threefold: (1) to expedite test handling, (2) to reduce the possibility of test compromise, and (3) to permit items analysis of examinations so that test validity will be assured. The basis of the program is direct communication between the unit testing officer and the National Headquarters test center. The new procedures, which have been streamlined to eliminate unnecessary paperwork and "red tape," were pretested in the Great Lakes and Southeastern Regions prior to publication of CAP Regulation 280-1 and were found to be much more efficient, effective, and economical than the old system.

THE NEW testing procedures include the following major changes:

- Only authorized unit testing officers and alternates, who are registered at National Headquarters on CAP Form 53, "Appointment of CAP Testing Officers," will be shipped examination materials.

- Tests will be mailed direct to the unit testing officer from National Headquarters the same day the order is received on CAP Form 55, "Testing Application and Report."

- The unit testing officer will acknowledge receipt of the test package on CAP Form 54, "Receipt for CAP Aerospace Education and Training Tests."

- The unit testing officer will be personally responsible for the security of test materials while they are located in the unit.

- The sealed test package will be opened only in the presence of the examinees at the beginning of the examination period.

- All test materials must be returned to National Headquarters within the 30 days from the date of their dispatch from National Headquarters.

- Answer cards will be scored electronically at National Headquarters the same day they are received, and a certified report of test scores will be mailed immediately to the unit testing officer, with an information copy to the wing commander.

As of Sept. 12, only 33 of the 2,009 CAP units had submitted properly completed appointment cards, and 10 of these 33 cards (almost one-third) were from the Kentucky Wing.

As prescribed in CAP Regulation 280-1, each unit commander must appoint a unit testing officer and alternate on CAP Form 53. The

completed appointment card must be approved by the wing commander and, then, forwarded to National Headquarters, Attention: CPE. This is essential! National Headquarters cannot honor any test requisition unless it is made by a unit testing officer or alternate who is properly appointed, approved, and registered at National Headquarters on CAP Form 53. If tests are ordered by anyone who is not properly registered, the unit will be advised and the order will be held until the CAP Form 53 is received.

The unit testing officer, or alternate, fills a position of great responsibility and trust, being solely responsible for obtaining, administering, safeguarding, and returning all educational tests used in CAP. It is imperative that these officers be selected with great care; however, each commander is urged to make his appointments without delay.

All aspects of the testing program will be closely controlled under the new procedures. Included in the areas to be kept under particularly close scrutiny are: (1) proper appointment and approval of persons requesting test materials, (2) acknowledgement of receipt of test packages within a reasonable time, and (3) return of all test materials within the prescribed time limit.

If the testing officer fails to return the CAP Form 54 within a reasonable time or to return the test materials within 30 days, the test center will assume that the examinations have been lost and/or compromised and will suspend testing activities in the unit concerned. In addition, the wing commander will be notified and requested to make an immediate investigation.

TO CLEAR up any confusion which may exist concerning the requirement in CAP Manual 50-10, CAP Syllabus of Cadet Training, for a 1,500-word theme on character-and-citizenship training, this theme is no longer required. Persons who completed their character-and-citizenship training prior to Sept. 1, may write the theme if they wish. However, persons who complete this training on or after that date must take the objective examination on Operation Countdown. The examination can be obtained from National Headquarters by the unit testing officer.

A complete new series of examinations on each CAP aerospace education manual is being published to replace the tests used prior to Sept. 1. Obsolete tests on hand should be forwarded at once to National.

While no unsurmountable problems are anticipated, if any unit has difficulty in implementing CAP Regulation 280-1, either internally or externally, the regional director of aerospace education or the National Headquarters test center should be immediately contacted for assistance.

Flying Farmers Honor Krohn

DES MOINES, Iowa—Des Moines Squadron's Capt. Frank Krohn has been selected "Flying Farmer of the Year" for the state of Iowa. Krohn is a member of the Board of Directors, International Flying Farmers and the Lawyer-Pilots Association. He owns and operates the Praire City Airport, which is located on his farm.



EVERYBODY READS CAP TIMES—Members of the world famous Thunderbirds, USAF official aerial demonstration team, pause beside one of their F-100 aircraft to look over recent copies of CAP TIMES while on a visit to Ellington AFB. The Thunderbirds were in the Houston-Galveston area to fly for Kiwanis Kid's Club Air Show at Galveston where an estimated crowd of 125,000 watched the aerial formations. Seen here are (left to right), Capt. Ronald E. Catton, No. 2 solo; Lt. Col. William A. Alden, team commander; Capt. William J. Hosmer, left wing; Capt. Ralph L. Brooks, right wing; Capt. Robert G. Moore, No. 1 solo; and Maj. Ralph D. Gibson, team leader. At right is Lt. Col. Joseph H. Friedmann, National Headquarters information officer. Not shown is Capt. Robert G. Bell, slot pilot, who was checking his aircraft when picture was taken.

Fire Prevention Week Planned October 7-13

By CHIEF J. L. GREER
Ass't Base Fire Chief

ELLINGTON AFB, Texas—Each year the President of the United States proclaims the week containing the anniversary date (October 9) of the 1871 Chicago fire as "Fire Prevention Week."

Again this year President Kennedy has proclaimed the week of October 7-13 as National Fire Prevention Week making this the oldest presidential-proclaimed week in American History.

In response to his request for nation-wide promotion activities (including participation by all Federal Agencies), the people turn their attention to fire prevention and fire control. The nation is alerted through speeches, parades, fire equipment displays, newspaper stories, and television and radio commentaries.

For one brief week fire prevention gets the attention it deserves and then, in far too many instances, is forgotten. But fire safety should not be "shelved" until next October but be a year-round job that must receive year-round attention.

THE GREAT need for this observation which this week emphasizes, is greater than ever, fire losses are at a record high, the estimated loss for 1961 was 11,700 lives and \$1,615,000,000 in property—this was an increase over 1960. The loss for the first 6 months of 1962 over 1961 is up 7.1% with an estimated total of \$680,000,000. With the winter months ahead which are the heaviest fire loss months, unless all precautions with heating and electrical equipment are taken this year's fire loss record will climb.

The nation's fire chiefs and fire prevention agencies can do little unless they have the support of each and every citizen.

The President directs all Federal agencies to assist in this effort to help reduce this shameful waste. All CAP members can help in this by working with their local fire department to help make this week a success.

CAP Calendar

CAP Events

North Central Region Conference	Oct. 5-7	Fargo, N. D.
Northeastern Region Conference	Oct. 12-14	Hilton Biltmore Hotel, Providence, R. I.
Southeastern Region Conference	Oct. 25-28	Broadwater Beach Hotel, Biloxi, Miss.
Indiana Wing Conference	Nov. 4	Indiana Univ. Medical Center Union, Indianapolis, Ind.

Aviation Events

15th Annual N.Y. State Aviation Conference	Oct. 1	Mark Twain Hotel Elmira, N. Y.
Nat'l Business Aircraft Ass'n Annual Meeting	Oct. 2-4	Penn Sheraton Hotel, Pittsburgh, Pa.
APOA '62 Plantation Party	Oct. 8-14	Fontainebleu Hotel Miami Beach, Fla.
15th Annual Indiana Aviation Conference	Oct. 9-11	Turkey Run State Park, Marshall, Ind.
Space Aerorama	Jan. 11-13	Opalocka Airport, Florida

Special Events

OX-5's Nat'l Conference	Oct. 18-21	Fontainebleu Hotel, Miami Beach, Fla.
NAA Annual Meeting (40th Anniversary)	Oct. 21-24	Statler Hilton Hotel, Washington, D. C.

Female Seniors, Cadets Given Survival Training

KEMPTON, Pa. — With a few minor bruises and a collection of the usual insect bites, 25 female cadets and seniors of the Pennsylvania Wing completed the first Female Survival School conducted by the Wing. Location of the two-day camp was the Wing's Ranger base in the Appalachian Mountains.

Training was given in field sanitation, types of shelters, field packs, field navigation and communications, plus a chance to run through the obstacle course.

Lt. Dorothy Holden, base commander during the training camp, was assisted by a training staff of

Lt. Col. John Weaver, wing ranger commander; Capt. John McNabb, Capt. Ard Barr, WO Francis Gollinger, WO John McKeon, MSgt. Kenneth Koach and Cadets John Barry and John Wetzel.

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THERE WAS A time when aviator and daredevil were synonyms. A man who flew was, in the public mind, something of an oddity, a reckless gambler. Some of this old swashbuckling attitude still remains, but only as a gentle tradition, and only on the ground. The aviator of today is a professional man.

What caused the change of the aviator in the public mind from the daredevil to the professional? The answer lies in the path of good judgment. The aviator has, by keeping on this path, proven to the world that he is able to stand side by side with other professionals as one of them. He knows that the path is a narrow groove which has no edges to prevent one from wandering out. He understands that the outline is not clearly defined, but is shadowy, hazy, and difficult to distinguish. Although the path is straight, he is fully conscious that it is more often than not, clearer through hindsight than foresight.

Specialized training and experience help to give the skill to do the job after a decision has been made. Also through training and experience, the aviator is able to gauge his skill and know his own limitations. But the old stunt fliers had skill too; so there is something else needed to remain within the path of good judgment besides skill alone.

RESPONSIBILITY: Certainly a doctor has responsibility; so does the aviator. He always has the responsibility of his own life, of course. The pilot of an aircraft with passengers has several lives in his care, and the single-engine pilot is expected to conduct his flight in such a manner as not to endanger the safety of others. Responsibility is a sobering element that tends to keep an aviator within the path of good judgment.

A professional cannot expect to remain on the path of good judgment for long by avoiding decisions. They must be made. An error of deliberate omission is not only cowardly, it can easily be as fatal as one of commission. Because an error in judgment which may have been embarrassing in 1927 or even 1947 can be fatal in 1962, an aviator must also have courage. Flying under a bridge is not courage. It is foolishness. Neither is it courageous to attempt a forced landing with a damaged aircraft when the odds are stacked heavily against success. To succeed would be no more than luck. Courage is faith in one's own abilities and convictions, and the confidence to act positively upon them — positively and quickly.

A professional can never relax

from his conscience when making decisions. His conscience is his personal guide.

Because the aircraft of the future will not be any slower or any less mechanically complicated, the professional aviator cannot afford to have a conscience that is satisfied with decisions which only require him to remain in the shadow or hazy portion of the path. He must be clearly within its narrow boundaries. As a professional, he must continue to study and train. And he must realize that for him, the path of good judgment is not only narrow, it is continuously narrowing. (From APPROACH, Oct. 1961)

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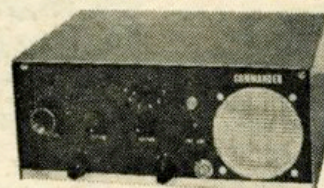
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Outstanding EM Saluted At AFA Fete

LAS VEGAS, Nev.—Twenty two outstanding airmen and their wives were honored at a dinner during the Air Force Association Convention here. The group was congratulated by Joseph V. Charyk, AF under secretary; Gen. William F. McKee, USAF vice chief of staff; Sen. Howard W. Cannon, general chairman of the convention; and Gen. Thomas D. White, former USAF chief of staff.

Columnist Bob Considine, master of ceremonies, presented AFA honor plaques to each of the airmen.

Winners, and the commands they represented: AFCS—CMSgt. Chester O. Bergath, TAC — SMSgt. Charles H. Campbell; Headquarters Command—SMSgt. Arthur E. Cole; Office of Aerospace Research—MSgt. Robert F. Donaldson.

AF Security Service, CMSgt. Marion S. Dyches; Air University—CMSgt. Joseph L. Eskiss; AF Reserve—MSgt. James T. Gardner; SAC—SMSgt. Robert A. Gillham.

USAF Academy—SMSgt. Merritt M. Green; Caribbean Air Command—MSgt. Jason D. Holt; Air Charting and Information Center—MSgt. Ernie L. Juenger; ANG—SMSgt. Thomas W. Linam.

AF Logistics Command, MSgt. Edward J. Matus; USAFE—CMSgt. Ross McEuen; PACAF — MSgt. Leon H. Nichols; ATC — SMSgt. Gene T. Outland; CONAS—SMSgt. Elliott C. Phelps; USAF Accounting and Finance Center—CMSgt. Wallace B. Rudolph; ADC—MSgt. Lawrence G. Seckley; Alaskan Air Command—MSgt. John O. Smith; MATS—TSgt. Leonote M. Vigare; AFSC—SMSgt. Joseph F. Welch.

OTHER awards presented at the convention included:

Five AF officers and a USAF civilian specialist were honored for distinguished contributions in the field of management: Brig. Gen. Harry L. Evans, asst. vice commander Space Systems Division, AFSC Distinguished Award for Systems Management; Col. John S. Chandler, Hq. BMD, Los Angeles, AFSC Meritorious Award for Program Management; Col. Bobbie J. Cavanar, USAF Plant Rep., Martin-Marietta Corp., Denver, Colo., the AFSC Meritorious Award for Contract Management.

Col. William L. Hamrick, director of materiel management, San Bernardino AFB, Calif., AFSC's Logistic Executive Management Award. Barrett H. Fournier, San Antonio AFB, AFSC's Logistic Middle Management Award. Capt. Raymond M. Finney, Wright-Patterson AFB, Ohio, AFSC's Logistic Junior Management Award.

For the fourth consecutive year, the 3502d USAF Recruiting Gp., Olmsted AFB, Pa., was named the top recruiting group. Col. James D. C. Robinson, group commander, accepted the award.

Four men who planned and directed a program to generate public understanding of the sonic boom created by the B-58 were awarded AFA citations of honor.

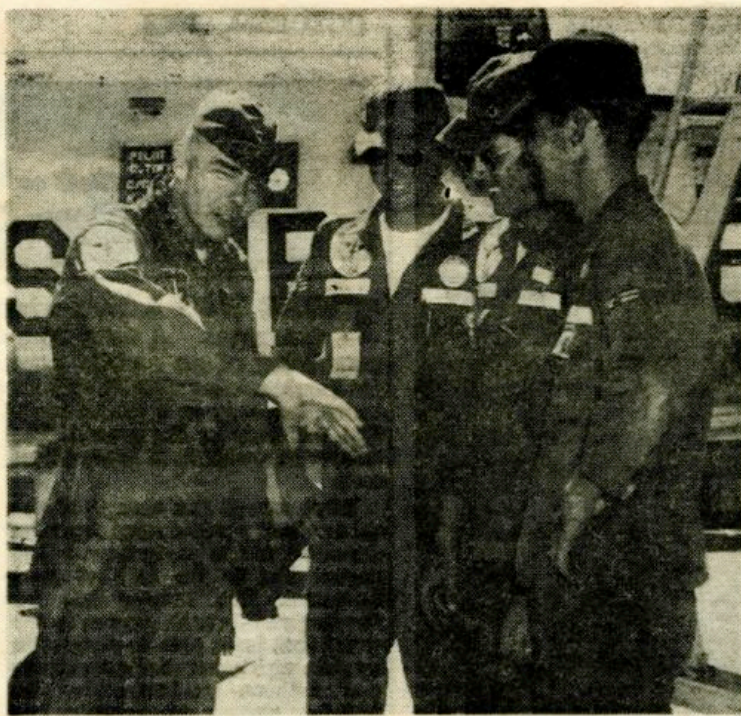
They are Col. Donald C. Foster, director of information, Hq. SAC; Lt. Col. Rodrick G. Dorellus, 10, Carswell AFB, Texas; Lloyd L. Turner and Malcolm H. Holloway, assistants to the president of Convair Division, General Dynamics, builders of the B-58.

Col. John A. McCann, vice-commandant of the War College at Air University, received a special AFA Citation of Honor for his contribution to military education for the aerospace age. The award was for conception and development of the Air War College Associate Course which provided correspondence courses for senior officers.

J. B. Montgomery Will Head AFA

LAS VEGAS—John B. Montgomery has been named to succeed Joe Foss as president of the Air Force Association. Montgomery holds an AF Reserve commission as a major general. He is currently president of Daystrom Inc.

Foss, two-term governor of South Dakota, was named chairman of the AFA board of directors for the coming year.



HERE'S HOW. Capt. Charles E. Tofferi, winner of the William Tell Meet, tells his crew chiefs how he made one of his perfect scores in capturing the championship. His attentive listeners are: AIC R. Koller, AIC Kurtis R. Vetter, and A2C Monte L. Aldridge.

'Honors Night' Awards Given Combat Crews

LAS VEGAS—Top combat crews of SAC, TAC, ADC, ANG and the AF Reserve received awards during AFA Honors Night Ceremonies here. Bob Hope served as emcee for the presentations, assisted by commentator Roy Neal.

Crews honored were:

SAC's best bomber unit—the 92d Wing, Fairchild AFB, Wash. Accepting the award was wing commander Col. David I. Liebman. Col. Lester F. Miller, who commanded the unit during most of the rating period, was introduced from the floor.

SAC's top tanker unit—the 46th Air Refueling Sq., 4042d Wg., K. I. Sawyer, AFB, Mich. Col. William G. Kyes, commanding. Introduced were present and former squadron commanders, Lt. Col. Calvin H. Smith, and Lt. Col. Winfred H. Meibohm.

AF's top fighter pilot — Capt. Charles E. Tofferi, 479th TFW, George AFB, Calif.

AF's best recon crew—the 66th TRW, Laon AB, France. Maj. Ray W. Schrecengost Jr., accepted as team captain.

TAC's top troop carrier crew—the 314th TCW, Sewart AFB, Tenn. Accepting the award was the aircraft commander of the winning crew, Capt. Francis Podlesnik.

USAF's top interceptor Squadron—worldwide—ADC's 444th FIS, Charleston AFB, S.C. Accepting for the unit, Lt. Col. Marvin W. Glasgow.

The Ricks Trophy—Capt. Earl G. Mead of ANG's 146th FIS, Pittsburgh, Pa.

The AF Reserve Troop Carrier Trophy—the 440th TCW, Minneapolis-St. Paul. Accepting was the pilot of the winning crew, Capt. V. W. Moore.

AFA's top trophy, the H. H. Arnold Trophy, went to the "Aerospace Men of the Year," the two men responsible for development of the Telstar satellite. They are Dr. John R. Pierce and Mr. Alton C. Dickieson, both of Bell Telephone Laboratories.

Another major AFA award, the David C. Schilling Trophy, went to Maj. Robert White, pilot of the X-15.

The Boise, Idaho, AFA Hq. Sq. was cited for achievements in aerospace education.

Captain Mead Captures Top Spot in Ricks Event

LAS VEGAS — Capt. Earl A. Mead, of the 146th FIS, Pittsburgh, Pa., scored 7600 of a possible 8000 points to win the Ricks Trophy event held in conjunction with the AFA convention here.

Captain Mead, flying an F-102, edged Capt. Wallace Green of the 159th FIS, Jacksonville, Fla., on a percentage basis to win the crown. Mead's percentage was 88.3; while Green, who scored 8000 out of a possible 9600, garnered 83.3.

The Ricks competition involved

Winners Listed In TCW Contest

LAS VEGAS—The Sixth Annual AF Reserve Troop Carrier Competition was conducted in two phases this year, one phase at Ellington AFB, Texas, and the final phase ending at the AFA Convention in Las Vegas.

Six members of the 440th Troop Carrier Wing won the Las Vegas phase. The Minneapolis, Minn., wing, which has a detached squadron at Milwaukee, Wisc., scored 1056 of a possible 1100 points.

Capt. V. W. Moore commanded the winning crew. Team members were: Maj. W. R. Berg, Capt. G. A. Piper, SSgt. M. E. Adams, TSgt. R. E. Olson, and Maj. R. L. Maggart.

The winning crew was presented AFA's Outstanding Reserve Crew Rotating trophy.

Runners-Up were the 349th, Hamilton AFB; 452d, March AFB; and 403d, Selfridge AFB.

In the first phase of the competition, held at Ellington, ConAC's 452d TCW, March AFB, took top honors. Second was the 514th from McGuire. The 440th from Milwaukee and Minneapolis, finished third.

Maj. James L. Menard, an inspector for FAA in Riverside, Calif., commanded the lead crew in the Ellington phase.

The Southern Californians maintained first position throughout the competition after a fast start in the first mission where they scored 3310 of a possible 3500 in a para-troop drop.

Tofferi Rated Best In William Tell Meet

LAS VEGAS, Nev.—Capt. Charles E. Tofferi has taken top honors in the William Tell Meet here. Tofferi, of the 479th TFW, George AFB, Calif., racked up two perfect scores on the last day of the meet,

to sew up the victory. He flew his Lockheed F-104 to a final score of 19,018 of a possible 24,000 points.

In addition to winning the overall meet, he was tops in the high explosive events with a 9563 out of a possible 12,000 points.

Capt. Joseph D. Salvucci of the 475th TFW, 48th TFW, Lakenheath, England finished third in addition to being high man in the nuclear weapons phase of the meet.

1st Lt. Charles M. Summers, 50th TFW, Hahn AB, Germany was fourth; Capt. R. E. Bishop of the 405th TFW, Clark AB, Philippines, fifth; and Capt. Michael S.

Muskat, 49th TFW, Spangdahlem, Germany, sixth.

Order of finish for the other competitors from seventh through fourteenth place follows:

Capt. Robert G. Steward, Myrtle Beach AFB, S.C.; 1st Lt. Gordon E. Williams, England AFB, La.; Capt. Dale V. Shaffer, Homestead AFB, Fla.

Maj. Frederick S. Rosellus, Wethersfield, England; Capt. John S. Ruffo, Bitburg AB, Germany; Capt. Ray F. McNally, Itazuke AB, Japan; Capt. Anthony Gardecki, Seymour Johnson AFB, N.C.; and 1st Lt. Delmar E. Cassingham, Cannon AFB, N.M.

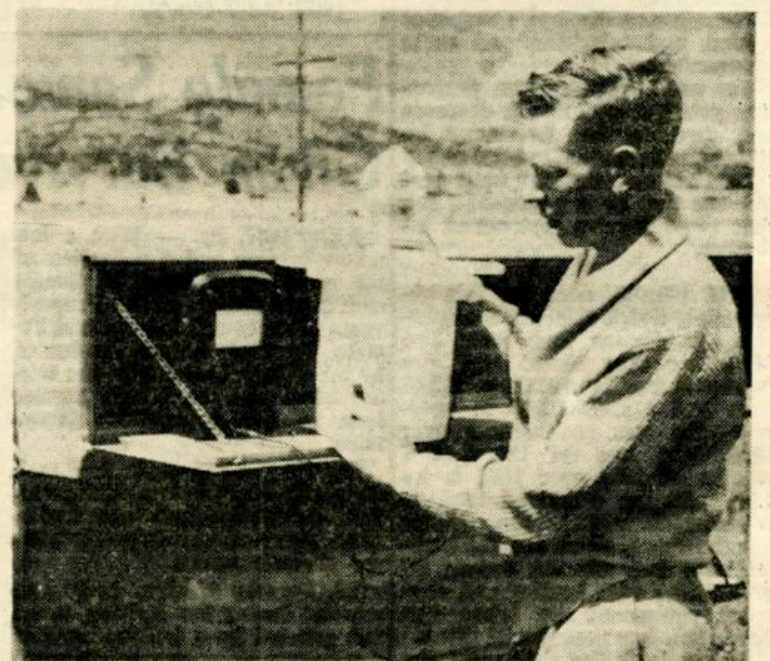
Captain Tofferi was assured of victory after he had chalked up perfect scores in napalm and strafing missions. However, he went on to complete a perfect score in rocket firing to make his victory all the more impressive.

Winners in other phases of the competition included: Capt. Anthony Gardecki, radar bombing; Capt. Roger D. Tucker, nuclear weapons; Lt. Charles M. Summers, GAM-83, Bullpup.

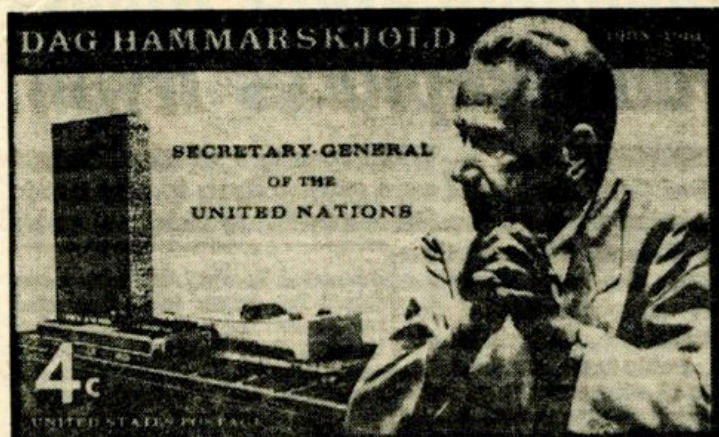
In the aerial reconnaissance competition, the USAFE team came from behind to win the championship. The team, from Laon AB, France, scored 2267 of a possible 3000 points, to take the recce crown.

Second place honors went to the PACAF team from the 39th Air Division at Misawa AB, Japan. TAC, represented by the 837th TRW from Shaw AFB, finished third. TAC had taken an early lead in the competition through the first seven events, but was beaten in the final day.

Maj. Ray W. Schrecengost Jr., was in charge of the winning USAFE team. Other members included: Capt. Wesley J. Brooks and Lt. Richard P. Bultman, pilots; Lt. John R. Pinkett, A1C Kenneth C. Lawler and A2C David E. Multab, photo interpreters, and 17 other specialists in photography and maintenance.



THE AIR DEFENSE COMMAND, working with Western Union, has placed Bomb Impact Detectors around 99 target areas in the United States. The device, shown here by a Western Union technician, is designed to pinpoint the area of impact in the event of a nuclear attack on the U.S. Any nuclear explosion would be picked up by the "sensors" and flashed to Combat Operations Center at NORAD, SAC, the Pentagon and other military command posts.



STAMPS AND COINS

Hammaraskjold Stamp Planned October 23

By BILL OLCHESKI

WASHINGTON — Design details have been announced for the Dag Hammarskjöld memorial stamp to be issued by the U.S. on October 23. The announcement was made on September 18, first anniversary of the secretary's death in an African plane crash.

The new stamp, a four-center, will go on first day sale in New York City. The following day, UN Day, the stamps will be on sale throughout the U.S. Central feature of the design is a portrait of Hammarskjöld standing before the UN building in New York.

Printing will be on the Giori press in yellow, brown and black on white paper. Shadings are used, as in the Remington and Rayburn stamps, to produce color tones.

The stamp will be horizontal in format. Issue will be in panes of 50, with an initial print order for 120 million.

Victor S. McCloskey Jr., modeled the new stamp, portrait, vignette, frame and tint were engraved by Charles A. Brooks; lettering and numerals by Kenneth C. Wiram.

First day cover requests, including remittance to cover cost of stamps desired, go to the Postmaster, New York, N.Y. Each envelope must be marked in pencil in the upper right corner indicating the number of stamps to be affixed.

The outside envelope, to the postmaster, should be marked: "First Day Covers Hammaraskjold Stamps."

Orders must be postmarked before midnight on October 23.

CONTEST. The Hammaraskjold stamp, described above, is the subject of our first day cover guessing contest this year.

Object of the contest is to come closest to guessing the number of first day covers that will be cancelled on October 23 without going over the exact total. First prize is a presentation album containing a sheet of the new stamps autographed by the postmaster general. Runners-up will compete for some 70 prizes from such famous names as Scott, Minkus and White Ace.

LCDR Barbara Ellis, NC, USN, 9611 Page Ave., Bethesda 14, Md., is winner of the "Early Bird" prize. She will receive a first day cover collecting kit from The Washington Press.

Here are the official contest rules for this year:

1. Anyone is eligible to enter. There is no limit to the number of times a reader may enter.
2. Entries must be on postal cards, not more than one guess per card.
3. Cards must carry only name and address of entrant, plus his guess.
4. Entries must be postmarked before midnight on October 23, 1962, and received here on or before November 5, 1962.
5. Judging will be solely on the basis of nearness to the correct total without going over. No one person can win more than one prize in the final standings. However, "Early Bird" prize winners will not be eliminated from competing for the guessing prizes.
6. Entries cannot be acknowledged, nor can we enter into correspondence about them.
7. If, for any reason, the stamp is not issued or first day service is not offered, the contest will be canceled.
8. Send entries to: Stamp Editor, this newspaper, 2020 M St. NW, Washington 6, D.C.
9. Winners will be announced shortly after official figures are released by the Post Office Department.
10. In the event of ties, the entry bearing the earliest postmark will be declared the winner. If the postmarks are the same, winner will be determined by lot.

INDEPENDENCE. A set of five stamps has been issued marking the independence of Trinidad and Tobago, most southerly of the West Indies.

Values in the set, as reported by the Crown Agent, are: five, eight, 25, 35 and 60 cents.

TV. Television stations in 200 cities are to be supplied with a film the Post Office Department has produced to tell the Sam Rayburn commemorative stamp story. The film traces "Mr. Sam's" career of nearly 50 years in Congress.

SEND NEWS of stamp and coin interest to: Stamp Editor, CAP Times, 2020 M St. NW, Washington 6, D.C.

STAMPS and COINS

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Taylor Named Chief Chaplain

WASHINGTON — Maj. Gen. Robert P. Taylor, who once served as Civil Air Patrol's first National Air Chaplain in 1950, was named as Chief of Air Force Chaplains last month.

Gen. Taylor, who had been serving as Deputy Chief since 1958 succeeded Chaplain (Maj. Gen.) Terrence P. Finnegan who recently retired from the Air Force.

As a colonel, Gen. Taylor served as CAP's first national chaplain in January, 1950, when the CAP chaplain program was first introduced into the CAP structure.

Taylor, 51, was born in Henderson, Texas. He holds a Bachelor of Arts degree (1933) from Baylor University; a Master of Theology degree (1936) and Doctor of Theology degree (1939) from Southwestern Baptist Seminary, Fort Worth, Texas. He also has an honorary Doctor of Laws degree from Atlanta Law School, Atlanta, Georgia.

As National Air Chaplain of Ci-



MAJ. GEN. TAYLOR
... Former CAP Chaplain

vil Air Patrol, Chaplain Taylor saw immediately the tremendous challenge that CAP presented to the churches and synagogues of America.

Through his untiring efforts and sincere concern, hundreds of clergymen from towns across the nation responded and were appointed as chaplains. This group formed the base for the excellent chaplains corps of which CAP can boast today.

Chaplain Taylor wears the Silver Star Medal, won for bravery and gallantry in action. He won the award in connection with his having been one of the survivors of the infamous Bataan Death March in 1942.

Stepping up to fill Chaplain Taylor's vacated position as Deputy is Chaplain (Col.) Edwin R. Chess, Col. Chess who formerly served as command chaplain for the U.S. Air Force Security Service, has been nominated for the temporary rank of brigadier general.

Squadron Evaluation Point System Used To Record Progress in Maryland Wing

BALTIMORE — The new squadron evaluation point system to measure the progress and achievements of each unit as Maryland Wing seeks to reach its annual quotas established under the National Headquarters five-year plan is now in effect.

The system was developed by Colonel William M. Patterson, wing commander, Lt. Col. Willard D. Gilbert, deputy wing commander, and Lt. Col. Arthur V. Dupuis, wing executive officer, and has been presented to the squadron commanders.

Each unit will have a minimum number of requirements to be met in each of various categories and will be required to expand upon these each year under the long-range plan.

The squadrons will be evaluated individually by the group commander, wing sectional deputies and the wing commander. Categories to be rated will include cadet and senior member strength, certificates of proficiency, pilots, observers, aircraft availability, search

and rescue capabilities and performances, required reports, attendance at Wing commanders' meetings, orientation flights of two hours per cadet each year, chaplain's program, information activities, seminar attendance, encampment attendance, special activities nominations and bonus points for other activities.

This system is a standard method of evaluating all squadrons and the small units will be able to do just as well and roll up as many points as the larger ones.

Special help and attention will be given by group and wing to those particular categories in which progress has stalemated or is slower than desired.

Semi-annual visitations to the squadrons are now underway to gather information for use in further helping the units.

COLONEL Patterson has assured the squadron commanders of recognition — one way or another — depending upon the results achieved by the various squadrons in the categories evaluated.

"Although Maryland Wing is well above average, a continuing effort must be exerted in all areas," Col. Patterson told the squadron commanders, "With this system, wing will know whether the squadrons are doing the job or not. If they are not doing the job, changes will have to be made and action taken."

Lugar Attends Accident School

TUCSON, Ariz. — Lt. Col. Robert O. Lugar, executive officer of the Arizona Wing Headquarters, recently returned from Los Angeles where he attended the University of Southern California Aircraft Accident School.

The two week course by the U.S.C. Department of Aircraft and Missile Safety, included all phases of aircraft accident investigation with related aeronautical engineering, physiology, and psychology. Actual aircraft accidents were studied and causes of the accident then discussed.

Col. Lugar will use this training and knowledge in the Arizona Wing safety program and will assist the Federal Aviation Agency in their investigation of local aircraft accidents.

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HQ for CAP

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WRITE FOR FREE CATALOG

WEISS & MAHONEY, Inc. 142 Fifth Ave., New York 11, N. Y.

Space Education Role Wins Praise for CAP

(Continued from Page 1)

"One of the greatest problems we face in aviation today is that the number of general aviation airports has been declining in recent years, while the number of general aviation aircraft has increased rapidly," he stated. He predicted a rise in the number of general aviation aircraft to an unprecedented total of 105,000 by 1970.

"If aviation is to prosper, we must find ways to accommodate these aircraft," he emphasized. "They must have airports." He pointed out that Mr. Halaby

had recently asked the President to urge Congress to appropriate 75 million dollars a year for a five-year extension of the FAA Airport Aid Program. Congress has authorized this program for three years and has provided appropriation for two years.

"It seems to me that with the nationwide community interest in and respect for Civil Air Patrol coupled with CAP's mandate from Congress, a grass-roots development program of general aviation airports is a logical area of CAP-FAA common interest," Schulte declared.

\$15,000 Voted In Scholarships

(Continued from Page 1)

high school courses, CAP certificate of proficiency, completion of college entrance exams, letters of recommendation, and supporting data as outlined in pertinent directives. Under the Humanities field of study are included such subjects as education, nurses' training, international relations, airport management, etc.

The twenty other grants approved by the Board are:

- Col. William C. Whelen Scholarship—Study in Humanities. Will provide \$500 a year for male or female cadets.

- Gen. Stephen D. McElroy Scholarship—Study in aeronautical engineering or allied sciences. Provides \$1000 per year for a four year period. Open to male or female cadets.

- CAP Scholarships—Will provide eight scholarships for study in Education. Open to male or female cadets. Provides grants of \$500 per year for four years.

- CAP National Board Chairman Scholarship—Study in Humanities. Provides \$500 a year for four years. Four grants authorized.

- CAP Scholarships—Two scholarships for Baccalaureate degree or advanced degree study. Two CAP members may receive a grant of \$500 each. To qualify, applicants must have been a CAP member for five years, be of good character, hold the appropriate degree or scholastic standing, have required letters of recommendation and supporting data.

- Graduate Scholarship—Provides two scholarships in Aerospace Education of science. Open to male or female senior members of CAP, a \$1500 grant is authorized for each. Applicants must hold a Baccalaureate degree, be a CAP member for five years.

- Workshop Scholarship—Provides five scholarships to Aerospace Education summer workshops for male or female CAP aerospace education officers, and carries a \$200 grant for each scholarship. Applicants must have the recommendation of the unit commander and must supply supporting data indicating merit.

The National Board also gave approval to a plan whereby a Scholarship Committee will be appointed by the National Chairman. This committee will explore possibilities of securing additional revenues and grants from industry and private sources with which to expand and augment the present CAP scholarship fund.

Another assignment of this committee, when appointed, will be to conduct periodic reviews of CAP's scholarship program and make recommendations for revision when and where deemed necessary.

ANOTHER point of interest to CAP members was Schulte's disclosure of FAA's plan to change current regulations on aircraft maintenance. One of the current educational problems is to help more aircraft owners recognize that present regulations authorize an aircraft owner to perform preventative maintenance on his own plane without a mechanic's certificate, he said.

In pointing up these two areas of possible mutual interest to CAP and FAA, Schulte emphasized the opportunities for the two organizations to work more closely together.

"You already have a thriving and challenging youth aviation and aerospace education program," he told CAP members. He warned that unless the nation succeeds in attracting and maintaining youthful interest and participation in aviation, the challenges and the promises this decade holds for aviation will most certainly pass by at Mach-3.

"I have a son who will soon be 14 years of age, and I can assure you that soon after his 14th birthday he will be joining the Civil Air Patrol program as a cadet," Schulte declared. "Furthermore, I intend also to become an active senior member as soon as possible."

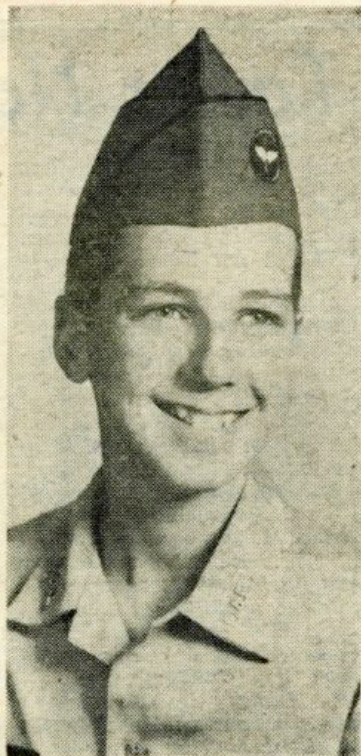
Schulte concluded his talk with the earnest hope that by the time the CAP National Board meets again next year that both the CAP and FAA will have made progress in their efforts to work more closely together on behalf of aviation.

He paid a final tribute to Mayor Cutrer and the City of Houston, praising the city for its rapid advance in maintaining aviation leadership with the construction of the new Jetero airport.

"Houston—the space center of the world—is also one of the greatest centers of general aviation in the nation," he declared.



W. J. SCHULTE



CADET BAECHER

Major Award Asked for Two Heroic Cadets

(Continued from Page 1)

recover. The plane plunged into the bay and sank immediately.

The force of the impact with the water caused both the pilot and the young cadet to lose consciousness. Within seconds after the plane hit bottom, Ronald regained consciousness and unbuckled his seat belt.

He then noticed the pilot, still unconscious, slumped in the front seat. Without regard for his own safety and ignoring a natural instinct for survival, the cadet reached over the pilot's shoulder and unfastened his safety belt.

It was then possible for him and the still unconscious pilot to float to the surface, where he held the pilot afloat until they were picked up by fishing boats operating in the vicinity.

Both were taken ashore where the pilot was revived, and then were flown by U.S. Navy helicopter to the Naval Hospital for treatment of injuries and then released.

As Baecher's citation read, "Ronald's act of heroism was performed under extremely difficult conditions, since he had already swallowed a considerable amount of water while unconscious in the plane. In spite of his desperate need for air and natural urge to extricate himself from the wreckage, he was able to suppress self preservation and evidenced extreme presence of mind in saving the pilot's life."

CADET MATHEW'S rescue feat was equally heroic. On July 1, he was fishing in the remote bush country of Alaska at the junction of Lake Creek and the Yetna River.

A man further up stream had suffered a stroke and fell into the deep rushing currents of the Yetna River. Cadet White heard the cry of the man's fishing partner, "My God, can anybody swim? Save him."

White, without any thought of personal danger, dove into the icy waters fully clad in his fishing clothes and hip boots. He swam into the main current, recovered the unconscious victim, and towed him to the pontoon of a nearby beached float plane, where he was assisted in getting the victim to shore.

Once ashore, the rescued man, John Turunen of Anchorage, was warmed, revived and in a short while had regained the use of his faculties. He was then airlifted out of the area.

The heroic rescue was witnessed

Communicators Meet; Crabb Replaces Irwin

HOUSTON, Tex. — While members of the National Board of Civil Air Patrol were getting-down to business in one meeting room at the Shamrock-Hilton Hotel, members of the National Communications

Committee also began their own meeting under direction of Col. Ben McGlasham, NCC chairman.

Maj. Archie Irwin, National Hq., director of communications, introduced his replacement, Maj. Robert G. Crabb, who will assume duties and responsibilities of the national communications officer when Maj. Irwin retires from active duty.

A representative of the Federal Communications Commission, unable to attend the meeting, sent a letter outlining three proposals of interest to CAP.

First item concerned the commission's notice of proposed rule making on frequency 26.28 Mc/s and filing comments and reply comments. Final decision by FCC was withheld pending final report in late Sept.

Second item was mobile fleet licensing for CAP. FCC placed this item with other CAP proposals for consideration by FCC and withheld comment pending final discussion.

Last item cited concerned assignment of 121.6 or 122.9 Mc/s to CAP. The letter pointed out that this presented a two-fold problem — whether or not frequency in the 108-136 Mc/s band could be made to CAP and whether or not simulated search and rescue could be conducted on frequency 121.6.

Chairman McGlasham pointed out that Congress had passed a law pertaining to fines and forfeitures for transmission violations and that information had already been sent to CAP units.

THE COMMUNICATIONS committee further discussed CAP regulations 100-4 and 100-6 and CAP Manual 100-1. Referral for detailed investigation of these regulations and manual was made to sub-committees.

Agenda item concerning distinctive insignia for CAP communicators was referred to National Headquarters for consideration.

The necessity of sending the H-3 Report to National Hq., was discussed and Maj. Irwin pointed out that CAP Hq., was not so much

interested in what this report contained but rather more interested in determining a factual record of licensed CAP stations in order to coordinate CAP and FCC files. National Hq., will rewrite the regulation pertaining to this information.

Maj. Crabb was asked by the committee to look into the matter of taking administration of CAP radios from under FCC control.

Attending the meeting as CONAC representative was Maj. J. A. Venerella, communications officer, who discussed CONAC and USAF position on administration of CAP radio frequencies.

National Board Meeting Brings 200 to Houston

(Continued from Page 1)

until the day's adjournment. That evening the conferees reassembled for a social affair in the Shamrock's Grecian Room.

Reconvening the following morning the board members resumed consideration of the new By-Laws, section by section. A number of minor amendments proposed from the floor evoked several lively discussions, but shortly after lunch, the board had approved the new set of By-Laws.

AT THIS point in the board proceedings, Colonel Whelen stepped down as national chairman. The National Board then elected Colonel Paul W. Turner of Nashville, Tenn., as new chairman of the board for the coming year.

Accepting the gavel, Colonel Turner, as one of his first official acts as chairman, made a motion that Colonel Whelen be made a life member of Civil Air Patrol. This motion was unanimously passed.

As one of the closing acts of business, Mr. Charles Webb, CAP Director of Aerospace Education, presented a program for 24 CAP Scholarships in the amount of \$15,000, already cleared through the Finance Committee under chairman, Col. William D. Haas. This was carried by full vote of the board.

Two other committees, the Finance and Communications Committees also convened in conjunction with the National Board's sessions. The Finance Committee met in the Walnut Room, while the Communications group held their sessions in the Camelia Room.

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CAP

Letters to the Editor

(Continued from Page 4)

Digest" magazine, official publication of AFA. For further information, write: Air Force Association, 1901 Pennsylvania Ave., Northwest, Washington 6, D.C.)

Pat On Back

BIG FLATS, N.Y. — I would like to take the opportunity to congratulate and thank you for the fine paper you publish. It is a tribute to all CAP personnel, seniors and cadets alike.

I am cadet commander of the Elmira Cadet Squadron, New York Wing, and I find that CAP TIMES is not only interesting, but also informative and helpful.

It is nice to be able to see how the other wings and squadrons are doing, and what they are doing. I often find CAP TIMES a great incentive in starting and carrying out new projects.

I congratulate you on your work to make the CAP TIMES the standard of quality that it is. I hope that you may long carry on your invaluable service to Civil Air Patrol.

C/TSGT. GERALD E. EAMES
Post Box 98,
Big Flats, N.Y.

(Ed Note — Many thanks for the kudos. The CAP TIMES staff tries to give its readers as broad a view of the activities of CAP units across the nation as possible. We periodically will also carry roundups of such vital activities as fund raising efforts in the hope that methods proved successful in one locale might provide assistance or ideas for local efforts.)

Letter Exchange

LIVERPOOL, England — I am a cadet-corporal with the No. 90 (SPEKE) Squadron, Air Training Corps, at Liverpool Airport.

The ATC is the official pre-entry cadet body under direct control of the Royal Air Force. Ages range from fourteen to twenty.

With the approval of the Officer Commanding, we have in mind a plan whereby this unit will communicate with a similar unit in the U.S.A.; preferably one with the same numerical designation — 90. We intend to correspond regularly with this squadron. By this I mean that we will send literature on the Air Training Corps; or the Royal Air Force and British Aviation in general; which we think may be of interest. We have various magazines which we are prepared to send regularly; and, include Royal Air Force Flying Review (monthly), Air Cadet (bi-monthly), and Royal Air Force News (fortnightly). (Ed Note — Every two weeks.)

We would be grateful to make contact with the pre-entry cadet unit with the same number. If there is no such unit, we would like to contact any cadet unit.

This plan is not official policy, but we hope it will stimulate interest in this unit, and in the American unit. It assumes, of course, that such an arrangement is in order.

CADET CPL. F. T. DOYLE
90 (SPEKE) Squadron, ATC,
Bldg 57, Liverpool Airport,
Liverpool, England

(Ed Note — This appears to be an excellent opportunity for some CAP unit to set up an interesting exchange of information. Perhaps some unit with cadets who have visited England under the IACE might take advantage of this offer.)

Alumni Club

DAYTON, Ohio — This letter is to inform you of the formation of the German International Air Ca-

det Exchange Alumni of 1962 (GIACEA 1962). This organization was formed by all of the air cadets taking part in the IACE to Germany in 1962, for the purpose of maintaining contact with each other and with our hosts throughout the many years to come.

The organization is arranged so that each of the countries sending air cadets to Germany has one officer among its air cadets sent. Of the two Canadian air cadets going on the exchange, one was C. Ian Fullerton of St. Catharines, Ontario, who was elected president of the organization. Civil Air Patrol was represented by Cadet Norbert A. Wethington of Dayton, Ohio, who was elected corresponding secretary.

These two officers will take care of almost all of the business themselves. The other three officers are titular; that is, by title only. Representing the Cadets de L'Air de Belgium is Robert Van Loo of Brussels, who was elected vice president. Turkey was represented by Atilla Parla of Ankara, elected chairman; Portugal by Joao Brandao of Lisbon, named treasurer.

The titular officer's main responsibility is keeping in contact with his friends from his own country who went with him to Germany. All of the countries sent two air cadets to Germany with the exception of the United States, which sent five.

The above information is being sent to you with the approval of Capt Alton Brewer, USAF (SWLO-Director of Supply) who was the USAF escort officer for the CAP cadets on the exchange to Germany. Please feel free to publish any of the above material in either the CAP TIMES or the IACE Booklet for 1962.

CADET N. A. WETHINGTON
Corresponding Secretary,
GIACEA 1962,
3553 Little York Road
Dayton 14, Ohio

IACE Praised

EXETER, England — My husband and I would like to express our heartfelt appreciation for the many kindnesses and great hospitality bestowed on our son David on his recent visit to America—International Air Cadet Exchange. Would you also kindly extend our thanks to all concerned, for giving David, along with other Cadets, a holiday that will never be forgotten.

The American people are truly great and have left a lasting impression on David, in fact a part of him is still in America and as far as my family are concerned there is a very strong link between our two countries and a very warm welcome is extended to any American to accept the humble hospitality of our home should they ever visit England. Although we are many miles apart the aim of our two countries is very closely linked for Peace, Democracy and the right to live together in a free world.

Would you kindly let us know if there is a chance of receiving your CAP Times monthly which would be of great benefit to David and other A. T. C. Cadets in Exeter.

Finally would you give my personal thanks to Sgt. Harry MacIntyre, of the CAP, who has really left a lasting impression of the generosity, goodwill and friendship of the typical American on David. I cannot write my deepest feelings, but believe me we will never forget you all. God bless you wonderful Americans.

MRS. G. G. LASKEY
4 Higher Wear Road
Countess Wear
Exeter, Devon
England



GONE to the Dogs—It might look like CAP has done just that, but that's not the case. Col. Bambi, the Minnesota CAP Wing mascot, is actually just doing her part to publicize the CAP program. The Chihuahua is "special assistant" to CAP 2d Lt. Peg Klenk of the Minnesota Wing and is trained to walk upright as pictured. Col. Bambi is a feature attraction at all Minnesota Wing affairs. The pint-sized CAP dog is the off-spring of a Chihuahua owned by a USAF officer stationed in Hawaii—which makes Col. Bambi a real Air Force animal.

Campsite Given To Dakota Unit

NORTH SIOUX CITY, S.D.—A donation of ground for a campsite near North Sioux City, South Dakota, resulted in a camp-out project this summer by members of the Dakota Point Sq.

The camp site has facilities for swimming, boating and camping and a 3500 foot landing strip. Members of the unit have taken advantage of the camp site and offered assistance to other CAP units wishing to use the site.

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Wing Saves Stamps To Trade for Glider

NEW YORK — Oct. 1 has been set as the official "take-off" for Project Soaring — a plan whereby the New York Wing of the Civil Air Patrol will obtain a two-place Schweizer sailplane in exchange for Merchants Green trading stamps.

On that date, some 2,000 cadets and senior members of the Wing will begin an all-out drive to collect 2,604,000 Merchants Green stamps—enough to fill 1,736 books. That number is needed to earn the sailplane.

The unique redemption plan, approved by Lt. Col. Michael J. Verman, Wing Project Officer, was presented by Katherine Rahl, group savings director for Merchants Green Trading Stamp Company, a subsidiary of Food Fair Stores, Inc.

Various groups throughout Food Fair's ten-state, Rhode Island-to-Florida chain have received such items as school buses, church organs, recreation center floors, etc., through the plan.

Special incentives are being offered cadets of the New York Wing to spur on the stamp-collecting drive. These include four scholarships for soaring training, donated by the Wing and by Merchants Green, and two group trips to the American Bandstand TV show in Philadelphia.

Other incentives will be offered as the drive progresses.

The cadet members of the Wing first learned of the plan at their annual summer encampment at Griffiss Air Force Base, Rome, N.Y. Such is their interest that the Bronx Group of the Wing recently had a bonus coupon campaign at two local supermarkets and collected 180,000 stamps!

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